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COMNAVAIRLANTINST 3500.20C
NAVAIRPAC N7
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COMNAVAIRPAC/COMNAVAIRLANT INSTRUCTION 3500.20C

Subj: NAVAIRPAC AND NAVAIRLANT AIRCRAFT CARRIER TRAINING AND READINESS MANUAL

Encl: (1) NAVAIRPAC/NAVAIRLANT Aircraft Carrier Training and Readiness Manual

Ref: (a) CNO Washington DC 171500Z DEC 90 (NAVOP 100/90)
(b) OPNAVINST 3120.32 (Series)

1. Purpose. To provide a training and readiness manual for ships of the Commander Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC) and Commander Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT). This is a complete revision and should be reviewed in it’s entirety.

2. Cancellation. COMNAVAIRPACINST/COMNAVAIRLANTINST 3500.20B

3. Background. Significant effort has been invested in development of a Navy-wide Tactical Training Strategy in support of reference (a). Key elements of this initiative were a zero-based review of training requirements based on Required Operational Capabilities/Projected Operating Environment (ROC/POE) statements; standardization of training requirements between Atlantic and Pacific Fleets; and identification of resources needed to conduct required training. As part of the effort, a CV/CVN process action team consisting of representatives from type commanders, aircraft carriers and training commands on both coasts developed a zero-based set of training requirements for aircraft carriers. Existing training courses, events and exercises provided the foundation for the new requirements, but additions, deletions and modifications were made as necessary to make the overall process more efficient and effective. The revised requirements are included in the joint Tactical Training Manual issued by Commander in Chief, U.S. Pacific Fleet and Commander in Chief, U.S. Atlantic Fleet.

4. Discussion. This instruction is designed to augment the joint Atlantic/ Pacific Fleet Tactical Training Strategy by providing a comprehensive document which contains readiness standards and training requirements for Atlantic/ Pacific Fleet aircraft carriers. Its primary functions are to serve as a guide for conducting ship-wide, departmental and team training during the inter-deployment training cycle and to serve as a standard for measuring readiness. Each phase of the training cycle is delineated herein, and although each carrier's cycle will vary depending on a variety of factors unique to that carrier and its associated battle group, the main events will follow a

generally predetermined pattern for purposes of standardization. The goal of the training cycle is to provide the battle group commanders of the Atlantic and Pacific Fleets with trained aircraft carrier crews capable of immediate integration into and sustained operations as part of a combat-ready battle group.

5. Action

A. Type Commanders shall:

1. Establish training and readiness standards for aircraft carriers and monitor training readiness of each ship throughout its deployment cycle.

2. In coordination with the fleet commander and ISIC's, ensure the appropriate underway training periods for units are assigned within employment schedules and that the type commander training requirements are incorporated into the schedules to the maximum extent practicable. Additionally, type commanders shall keep commanders exercising OPCON of aircraft carriers informed of inspections and certifications they desire conducted, as well as training-related operational commitments (e.g., FRS CQ) anticipated.

3. Provide training assistance as requested by individual ships or immediate superiors in command (ISIC).

4. Assist the ISIC in conducting certifications and inspections unless specifically assigned or delegated to other commands.

5. Conduct battle efficiency competition among aircraft carriers per chapter seven (7).

B. Training Carrier Group Commanders shall:

1. Assume responsibility for CV/CVN Intermediate Phase training. Maintain direct liaison with deploying group commanders, type commanders and numbered fleet commanders, as necessary, to tailor training operations so as to ensure all requirements are met.

2. Conduct Intermediate Training Assessments of aircraft carriers and air wings.

3. After sufficient development of the ship/air wing team during Intermediate Phase training, recommend to the numbered fleet commander that the ship and air wing are ready for Advanced Phase training.

C. Group Commanders shall:

1. Exercise oversight responsibility for training readiness of aircraft carriers.

2. Familiarize themselves and members of their staffs with the requirements and readiness measures defined in this manual.

3. Schedule training events and services for assigned aircraft carriers per the requirements of enclosure (1). Work closely with the Afloat Training Group Commander and the Training Carrier Group Commander to maintain a balanced and efficient training plan.

4. Ensure aircraft carrier crews are afforded the opportunity to conduct meaningful training and to maintain maximum readiness levels consistent with their stage of the IDTC/deployment.

5. Keep the type commander informed of aircraft carrier training readiness and plans for future training per enclosure (1).

D. Commander Afloat Training Group (ATG) shall:

1. Consolidate external shipboard training assets into one organization and as detailed throughout this instruction.

2. Conduct the required basic phase training described in this instruction.

3. Maintain liaison with TYCOM/ISIC throughout the basic phase to maintain continuity of the training plan.

4. Provide assistance to TYCOM/ISIC in the conduct of inspections, certifications, assessments and assist visits where applicable (NSSMS certification, Navigation check ride, crew certification, etc...)

5. Conduct basic phase conference with ship, ISIC and TYCOM to brief upcoming basic phase evolutions from CART II to FEP.

E. Aircraft Carrier Commanding Officers shall:

1. Comply with the requirements of enclosure (1). Attainment and maintenance of maximum mission area readiness should receive primary emphasis when establishing training plans and schedules.

2. Submit recommendations for changes in requirements via the chain of command using the format specified in enclosure (1).

6. Records and Reports. Standards for training and readiness are specified in reference (b). Training and readiness shall be monitored and reported as specified in Chapters 2 and 3 of enclosure (1) to this instruction.

7. Recommendations for changes are invited and may be submitted to COMNAVAIRPAC/COMNAVAIRLANT via the chain of command per enclosure (1).

R. J. O'HANLON
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To COMNAVAIRPAC/COMNAVAIRLANT Training and Readiness Manual

Originating Command:
_____

Chapter/Appendix _____ Paragraph _____
Page _____

Current Wording: _____

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Recommended Wording: _____

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Reason: _____

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RECORD OF CHANGES

change no. _

Date of Change	Date Entered	Entered by

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CHAPTER 1 - INTRODUCTION

1000 GENERAL. This manual supplements and amplifies the training doctrine contained in OPNAVINST 3120.32 and other instructions from higher authority. It provides policies for administration and conduct of an aircraft carrier training program which will achieve prescribed standards of readiness to perform the ship's combat missions as identified in OPNAVINST C3501.65, "Required Operational Capability/Projected Operational Environment (ROC/POE) for Multi-Purpose Aircraft Carriers." Training responsibilities are assigned to every echelon of command, but primary responsibility for accomplishment of training resides with the individual unit commanding officer. COMNAVAIRLANT OPORDER 2000 and COMNAVAIRPAC OPORDER 201 provide general direction for use by subordinate commanders in the execution of their duties.

1001 ADMINISTRATION AND REPORTING. Administration of any training program requires careful attention to organization and scheduling as well as to comprehensive evaluation and systematic reporting of results. The U.S. Navy SORM (OPNAVINST 3120.32) provides functional guidelines for an effective training program. These guidelines should be adapted to the requirements of each ship to ensure a competent, responsive and realistic organization for training exists within each command. Administration and reporting are discussed in detail in Chapters Two and Three of this manual.

1002 TRAINING CYCLE. Each operating aircraft carrier typically completes a recurring cycle of events which culminates each time in deployment to the Fifth, Sixth or Seventh Fleet. The cycle normally begins when the ship is transiting to its homeport from overseas deployment. After a leave and upkeep period, followed by local at-sea operations, the ship undergoes a planned depot-level maintenance availability (e.g., ROH/COH/PSA/SRA/PIA/DPIA), during which the majority of inter-deployment repairs and equipment upgrades occur. Upon returning to sea, the ship works up for its next deployment by completing a series of training exercises and events which increase steadily in complexity as the crew’s operating proficiency increases. When the aircraft carrier has restored unit-level proficiency and is fully integrated with the embarked air wing, the ship begins battle group training with the staffs and other units in the battle group. In addition to multi-unit training unique to battle group operations, the ship continues to conduct repetitive training to maintain individual proficiency and to integrate new crew members. Repetitive training continues in addition to operational commander training requirements throughout the overseas deployment. The process of progressive training described above is called the aircraft carrier inter-deployment training cycle (IDTC) and is illustrated in figure 1-1. It is divided into three principal phases - basic, intermediate and advanced. Each phase is discussed in detail in Chapter Three of this manual. By the nature of their location, forward deployed naval force (FDNF) units have different training opportunities available to them as compared to CONUS units. However, their OPTEMPO affords them the opportunity to maintain tactical proficiency through dedicated training events and in conjunction with regional and exercise commitments. This results in a balanced training program between available schoolhouse and on-the-job training.

1003 SHIPBOARD TRAINING. Unit training programs must reflect the fact that the individual is the basic element in a proficient team. The sailor/marine therefore must be developed as an individual and concurrently molded into a full team member. In doing so, it is important to understand that classroom teaching is only one element in the process of bringing the ship's crew to a high state of readiness. Indeed, every effort must be made to maximize training conducted aboard the ship. This allows crew members to learn their jobs in a realistic environment, using the actual equipment they are responsible for operating and maintaining. Chapter Four of this manual lists and discusses the many options available for individual and team training.

1004 EMBARKED AIR WING DAMAGE CONTROL TRAINING. Air wing personnel will normally have received formal fire fighting training at their parent air station. Once embarked, they become part of the ship's damage control team and must be trained accordingly. The ship is required to provide instruction for embarked air wing personnel in the following areas, using the General Damage Control PQS or, in the case of COMNAVAIRLANT units, the Job Qualification Requirement (JQR) for Embarked Staff/Air Wing Basic Damage Control as a guide:

A. Fundamentals of ship's damage control.

B. Shipboard damage control procedures.

C. Fundamentals of personnel survival in ship disasters, to include protective clothing and escape routes.

D. Use of basic damage control equipment and shipboard systems.

E. Use of the Emergency Escape Breathing Device (EEBD).

Air wing personnel will participate fully in shipboard damage control drills in order to maximize their proficiency in the areas noted above. In particular, ship TSTA periods and FEP should include maximum air wing participation. **Prior to performing shipboard damage control preventive maintenance, all air wing personnel must be PQS qualified in 3-M.**

1005 COMMAND ASSESSMENT OF READINESS AND TRAINING (CART)

A. To gain maximum benefit from limited training time and resources, a ship must enter each training cycle with a clear understanding of what specific training is required and a detailed plan for accomplishing it. CART is a two-part event intended to help the ship meet this objective. CART I is an internal event which is normally conducted prior to a ship returning to its homeport from deployment. During CART I, the ship looks ahead with its battle group commander and air wing to the inter-deployment period and lays out a proposed schedule for major events. Additionally, the ship anticipates personnel turnover prior to the next deployment and determines who will fill each of the critical billets. A comprehensive plan which shows how personnel will be trained to fill each billet is then developed by the ship.

B. CART II will be conducted aboard the ship no earlier than 90 days prior to TSTA I. The purpose of CART II is to ensure the ship is ready to conduct training and to prepare a detailed, tailored schedule for the basic phase of the training cycle. It is imperative that type commander, Afloat Training Group, battle group commander and air wing commander representatives

be integrally involved with the ship during CART II. The CART process is discussed in detail in Chapter Three.

1006 TAILORED SHIP'S TRAINING AVAILABILITY (TSTA). The Basic Phase of the ship's interdeployment training cycle is divided into a series of training availability periods. Each TSTA has specific training events designed to incrementally enhance the ship's operating proficiency and gradually integrate the air wing. The make-up of each TSTA is discussed in Chapter Three.

1007 TRAINING ASSIST VISITS. Training assist teams are available from various sources to provide crews and shipboard training teams with specialized knowledge and training expertise, and to introduce additional objectivity in evaluating unit training proficiency. Chapter Five lists the sources and functions of assist teams available to AIRLANT/PAC units.

1008 INSPECTIONS, CERTIFICATIONS, ASSESSMENTS, AND ASSIST VISITS (ICAV). The Joint CINC's Tactical Training Strategy establishes Navy-wide policy and guidance for the process of battle group performance assessment. The assessment and feedback process is based on "tactical" certifications and inspections. A list of Inspections, Certifications, Assessments, and Assist Visits can be found in Appendix Three.

1009 BATTLE EFFICIENCY COMPETITION. Battle Efficiency "E's" are presented annually based on competitive standings at the end of each calendar year. This competitive program is prescribed in CINCLANTFLTINST 3590.11 or CINCPACFLTINST 3590.4 (as appropriate) and the procedures governing competition are contained in Chapter Seven of this manual.

1010 AWARDS AND TROPHIES. In addition to the Battle Efficiency and departmental awards, certain other awards related to readiness and performance are presented to ships of the force. Chapter Eight provides details of these awards.

1011 NON-TRADITIONAL TRAINING SITES (NTTS). Whenever NTTS are available and their use is cost effective, units are strongly encouraged to take advantage of this option. The cost savings of using locally available sites can be significant. The Local Training Authority (LTA) can provide information on availability of NTTS. The quality of life aspect when a sailor receives training at his duty station versus going TAD to a fleet concentration area, where conventional training assets are located, should also be considered. Additionally, where TYCOM established maintenance training requirements are met with locally prepared courses and curricula approved by the TYCOM, the training should be utilized to the maximum practical extent.

FIGURE 1-1 CV/CVN NOTIONAL IDTC SCHEDULE

CV/N-CVW NOTIONAL SCHEDULE

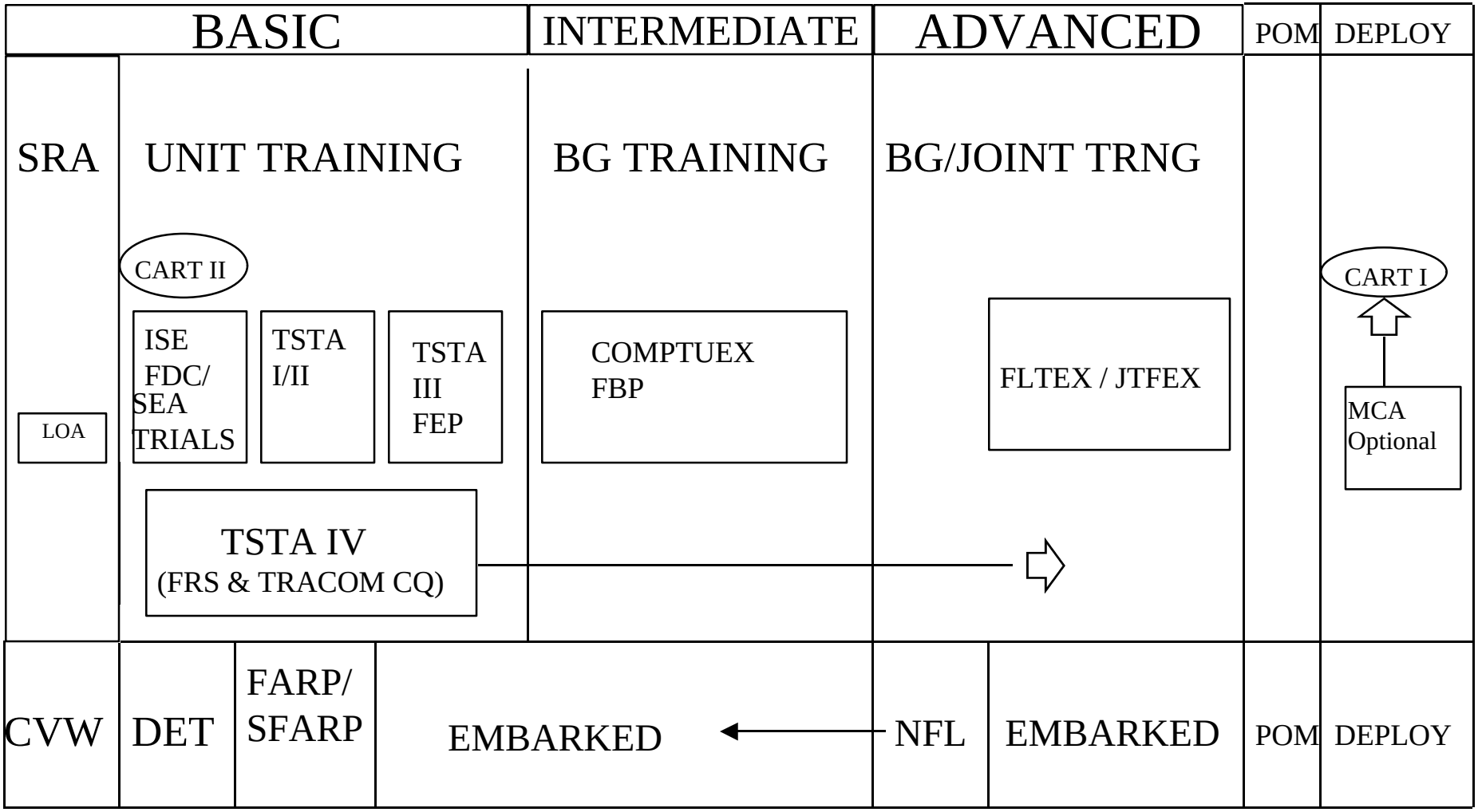


FIGURE 1-1

CHAPTER 2 - ADMINISTRATION, RECORDS AND REPORTING

SECTION 1 - ADMINISTRATION AND RECORDS

2100 GENERAL. The administration of a training program requires careful attention to organization and scheduling as well as to program content and scope. In order to effectively monitor the program's progress, comprehensive evaluation and systematic recording and reporting procedures must be established ship-wide. The U.S. Navy SORM (OPNAVINST 3120.32) provides functional guidelines for division, department, and ship training programs. The Unit Coordinator's Guide (NAVEDTRA 43100-1 series) details administrative requirements for the PQS program, an important sub-system of the larger ship's training program, designed to be tailored to each individual's particular watchstanding requirements. Guidelines of the above manuals should be adapted and tailored to each ship to ensure an adequate, responsive and realistic training organization and program exists for the ship, team, and individual.

2110 TRAINING OBJECTIVES. Training objectives must reflect that teams are the primary shipboard unit for accomplishment of mission tasks and that the individual is the basic element of a proficient team. Each sailor/marine must be developed individually and concurrently molded into a full team member. In order to accomplish this, each unit of the training program should achieve one or more of the following objectives:

A. Develop basic skills and knowledge of sea-going naval personnel.

B. Develop specific skills required to maintain and operate installed equipment.

C. Develop each individual's latent talents along selective advancement paths.

D. Develop leadership in all hands to the fullest extent.

E. Develop the team skills required of the ship's cruising, battle, damage control, and primary and secondary mission area functional teams.

F. Realize the maximum potential of the total system in order to successfully execute primary and secondary missions.

2120 ELEMENTS OF A TRAINING PROGRAM. To maintain an effective training program the following elements must be included in the ship's training methodology:

A. Training should be conducted at multiple levels, including training for supervisory watches, supervisors, and training teams.

B. Training topics should include required administrative programs, operations, maintenance, and general military training.

C. Training topics should relate to the ship's operational schedule.

D. The training schedule should be realistic as indicated by a high accomplishment rate.

E. Monitoring of actual training should be conducted to provide feedback for continual improvement.

F. Instruction should be dynamic and conducted by knowledgeable persons.

G. Senior officer (e.g., CO, XO, department head, principal assistant) involvement is required (i.e. giving/monitoring training).

2130 SHIPBOARD TRAINING PROGRAM. The shipboard training program, as detailed in OPNAVINST 3120.32, shall consist of the following:

A. Long range training plan.

B. Short range training plan.

2131 LONG RANGE TRAINING PLAN. The long range training plan is the basic instrument for informing personnel of training goals and operating schedules. This plan provides the framework to develop shorter range training plans and is a valuable tool to aid in promulgating creation of command objectives. The long range training plan should include:

A. The annual employment schedule.

B. A list, including frequency and primary cognizant department, of all required examinations, inspections, certifications, and assist visits.

C. A list of all TYCOM required exercises including periodicity and date they were last conducted. A summary of TYCOM requirements can be found in APPENDIX I.

D. A list of off-ship school and NEC requirements. The list should include individuals who hold these qualifications and their EAOS/PRD. (Maintained at the department level.)

E. A list of all lectures and seminars appropriate to each training group (i.e. ship-wide, department, division, or team). This list may include the Fundamental and Systems topics from applicable PQS. Ship-wide topics should be maintained by the ship's training officer while department specific training list should be maintained at the department level.

2132 SHORT RANGE TRAINING PLAN. This plan is the mechanism for planning, scheduling, and executing shipboard training. Effective scheduling requires careful attention to detail by the chain of command in order to minimize conflicts and to maximize use of every training window of opportunity. Due to the complexity and extensive ship-wide involvement of many training events and the limited amount of underway training opportunities, there must be a positive spirit of cooperation and resourcefulness when scheduling training. The short range training plan may include the following:

A. Quarterly employment schedule.

B. Quarterly training plan.

C. Monthly training plan, by department.

D. Weekly training schedule, by department.

2133 QUARTERLY TRAINING PLAN (If utilized). The purpose of the quarterly training plan is to indicate the ship's plans that may affect the scheduling or conduct of training. Once the plan is developed, department heads should add any additional department plans, and provide a copy to each training group within the department. Training planning and scheduling for periods shorter than the quarter should be on a department level.

2134 MONTHLY TRAINING PLAN (If utilized). Using the quarterly training plan as a guide, each division and training team should submit a proposed monthly training plan to the cognizant department head the last week preceding the upcoming month. This plan shall indicate what training is to be conducted on specific days, where the training is to be conducted, and who the instructor/monitor will be. The department head should keep copies of the department's monthly training plans and use the compiled package as the primary tool for coordinating the scheduling of ship-wide events.

2135 WEEKLY TRAINING PLAN (If utilized). Each week the department head should provide each division and training team under the cognizance of the department a copy of the single department training schedule. The single schedule shall include all training (including drills/demonstrations and pre/de-briefs) applicable to the department.

2140 TRAINING RECORDS. Training records must be kept to an absolute minimum and need only be maintained to show what training has been accomplished and what remains to be done. Each training group supervisor should track qualification of personnel assigned to their respective group (i.e. repair locker leaders track their assigned locker personnel; division officers will track their division qualifications; ETT, DCTT, SNTT, MTT, and CSTT team leaders will track their team’s qualifications). PQS documentation will be maintained per NAVEDTRA 43100-1 series, Unit Coordinator’s Guide.

2141 PLAN, SCHEDULE, AND RECORD MAINTENANCE. All training plans, schedules and records may be either typed, hand-written, or maintained on ADP/WP systems. Record of completion and grade sheets for competitive exercises should be retained until at least the end of the competitive cycle.

CHAPTER 2 – ADMINISTRATION, RECORDS, AND REPORTING

SECTION 2 - READINESS REPORTING

2200 GENERAL. This section describes the type commander's training readiness reporting system and provides guidance on the preparation and submission of training readiness reports.

2201 TYCOM READINESS MANAGEMENT SYSTEM (TRMS).

A. TRMS provides an automated system for processing essential information used at the headquarters on a daily basis. Unit training readiness is monitored via the TRAREP module of the TRMS program. Within the TRAREP module, training information is compiled, calculated, and provided statistically via the readiness module data base. This data base is comprised of individual unit exercises, events, certifications, and inspection requirements found in Appendix I and provides the type commander with real time training readiness data.

B. The TRMS TRAREP data base is updated monthly through the submission of unit training report (TRAREP) messages which document completion of training exercises. Software provided by the type commander will assist in producing the training report messages, maintaining the training readiness data base, and calculating M-ratings used to indicate the exercise completion status and unit training readiness level. Due to the critical nature of maintaining accurate status of training readiness, commanding officers shall ensure timely training readiness reporting, no later than the fifth day of the month following the month in which the designated training events occurred. Reportable training events consist of repetitive and competitive exercises listed in Appendix I and selected assessments/certifications. All competitive exercises attempted must be reported regardless of grade, but only exercises graded as "satisfactory" by either outside observers or the ship's training team may be used to meet repetitive exercise reporting requirements.

C. The following products are produced from the TYCOM TRMS TRAREP database and distributed to individual units and their ISICs monthly:

1. Unit Training Readiness Status Report. This report provides the detailed status of all required exercises grouped by mission area and the M-rating for each. It also provides a comprehensive listing of the status of required inspections, assessments, certifications, etc.

2. Summary Report. This report summarizes each mission area M-rating as of the preparation date of the report.

Individual units may use TRAREP's to submit corrections either immediately upon receipt of either report or in the coming month.

CHAPTER 3 - TRAINING CYCLE

SECTION 1- TRAINING REQUIRED FOR SHIPS IN OVERHAUL

3100 DISCUSSION.

A. Shipboard operations during new construction, overhaul, service life extension program (SLEP), or selected restricted availabilities (SRA) of greater than six months duration differ markedly from those of ships operating in a normal deployment cycle. Specialized skills and procedures which have limited use and application during normal operations are critical to safety and productivity during an extensive repair period. Conversely, some skills and routines essential to normal underway operations are relatively unused until the final stages of a shipyard period. Consequently, a specially adapted training plan must be developed each time a ship enters one of the repair periods listed above.

B. The training plan for a repair period must be prepared well in advance of the scheduled start date. It must consist of two overlapping phases - the first teaches the crew necessary skills to ensure a safe, productive repair period; the second prepares the crew to operate the ship's systems and return the ship safely to sea following completion of the repair period. Successful progress of the second phase is checked by a crew certification process conducted shortly before sea trials by the group commander (ISIC), assisted by the type commander's staff. Dock trials and fast cruise provide the means to verify the crew is prepared to take the ship to sea, and sea trials mark completion of the repair period.

3101 PREPARATIONS. Preparations for a repair period planned for greater than six months duration must begin at least six months prior to the scheduled start date. Anticipated changes in the ship's manning levels must be carefully compared to watch bill requirements and needs for special skills required for ship's force work and quality assurance. Training should begin far enough in advance to ensure that the crew is ready to start work safely the first day of the repair period. Shipyard-specific training should continue throughout the repair period to refresh experienced crew members and to properly indoctrinate new ones. Overlapping the shipyard training slightly at first, then gradually supplanting it as the repair period draws toward its end, is training aimed at preparing the crew to safely return the ship to sea. Requirements for school quotas and team trainers should be anticipated and requested as soon as possible so that these training resources may be used to the maximum extent practicable from the outset of the repair period.

3102 TRAINING DURING OVERHAUL

A. Repair Phase. As discussed above, the first phase of training for a repair period focuses on repair period-specific subjects such as:

1. Shipyard organization and protocols for interface between shipyard and ship's force personnel;

2. Shipyard production procedures and related documentation, including planning documents, work authorization documents and discrepancy reports;

3. Procedures for planning, accomplishing and documenting ship's force work;

4. Skills and knowledge required to support shipyard activities, such as fire watch, habitability projects and quality assurance; and

5. Shipyard/repair period safety procedures. Most of the subjects listed above should have been covered in detail by the time the ship enters the availability. Heavy emphasis must continue to be applied during the first part of the availability, gradually tapering off as sea trials approach but sufficient to ensure newly reporting personnel can function safely and effectively in the shipyard.

B. Pre-underway Phase. Operational training should continue during the repair period, building in intensity as completion approaches so as to ensure a qualified crew is ready to support testing of shipboard systems, and ultimately to man underway watch stations. However, emphasis on operational training should not begin so early in the repair period that it distracts the crew from the job at hand, which is to ensure the highest quality work. All formal school requirements, including operationally oriented courses, should be completed well before crew certification. Coverage of operational topics is necessary during the early part of the repair period in order to keep the crew from losing sight of the ultimate goal and to aid with advancement and professional development. The PQS system also should be used to orient personnel toward preparing themselves to discharge their responsibilities competently when the ship returns to sea. A shipboard operational training program designed to peak in intensity shortly before sea trials will ensure the crew is ready to pass certifications and to operate the ship safely during the first underway period.

3103 CREW CERTIFICATION. In accordance with COMNAVAIRLANTINST 9080.2 (CV)/9090.2 (CVN), crew certification is the process by which the group commander (ISIC), assisted by the type commander's staff and Afloat Training Group (ATG), ensures a ship is ready to proceed safely to sea with a qualified crew upon completion of new construction or a repair period of six months months or greater duration. This is accomplished through a series of visits by group and type commander representatives tasked with confirming that the ship has (1) appropriate administrative programs in place, (2) required instructions and bills in force and up-to-date, (3) an effective PMS program and (4) meaningful training and PQS programs in place. Ships completing new construction, SLEP or a complex overhaul scheduled to last more than two years will have a three-part crew certification - phase 1A, phase 1 and phase 2. Ships completing an overhaul of less than two years duration or an availability of greater than twelve (CNAL) or six months (CNAP) months duration will have a two-part (phases 1 and 2) crew certification. A description of each of the three phases follows:

A. Phase 1A. This phase is only applicable to ships completing new construction, SLEP or an overhaul scheduled to last more than two years. A phase 1A visit normally will be conducted approximately four to six months prior to fast cruise and will last one day. It consists primarily of a review of the ship's training plans and schedules but shall also include a review of milestones to be achieved, as well as reviews of PQS progress, PMS implementation, technical documentation and logistic support.

B. Phase 1. This phase, applicable to all ships completing new construction, SLEP, overhaul or an availability which lasts more than twelve months (CNAL) or six months (CNAP), will be conducted one to two months prior to fast cruise. A two-day assessment conducted aboard the ship, it consists of the elements listed below.

1. Qualification Review. This includes a review of Watch, Quarter and Station bills, PQS qualification of assigned watch standers and training plans for watch standers who have not yet completed required PQS qualifications.

2. Level of Knowledge Evaluation. All OOD's, JOOD's and JOOW's will be given written examinations by the group commander (ISIC), to determine their knowledge of Rules of the Road and the ship's standing orders. Watch station examinations will be administered to all CDC Watch Officers, CDC Surface Watch Supervisors and helmsmen. Additionally, the following tests will be given to a representative sample of appropriate personnel:

a. General Damage Control Qualified Crewmembers;

b. Repair Locker Members;

c. Lookouts;

d. After Steering Watch Standers;

e. Rules of the Road (Given to all designated OOD, JOOD, JOOW and CDC surface watch officers at a minimum)

f. AIC/TAO/ASWO/CDC Surface Watch and Track Supervisor examinations;

g. MOVREP and Operational Reports examination.

3. Administrative Review. Key documents will be reviewed, including:

a. Ship's Organization and Regulations Manual;

b. Commanding Officer's Standing Orders;

c. Ship Control Instruction (if not included in standing orders); and

d. Ship and departmental long range training plans.

4. Checklist Review of Key Areas. Checklists developed by the Afloat Training Group will be used to evaluate readiness of key areas such as Navigation, CDC, Communications, Deck Seamanship and Damage Control for underway operations.

C. Phase 2. Crew certification phase 2 consists of a shipboard evaluation by the group commander (ISIC) of the crew's ability to perform routine and emergency procedures during simulated underway operations. For conventionally powered ships, it will be conducted coincident with the final fast cruise preceding sea trials. For nuclear-powered ships, it will be

conducted during a two-day simulated underway training period prior to fast cruise per OPNAVINST 9080.3G. Portions of this phase can be consolidated with CART II in some cases.

3104 FAST CRUISE. The objective of fast cruise is twofold: (1) to train the crew in a simulated underway environment, and (2) to give the commanding officer a final opportunity to confirm his crew is ready to take the ship safely to sea. In addition to carrying out the normal underway routine, the commanding officer shall have all equipment actuated to check for proper operation and to determine the state of crew training. Fast cruise shall, as far as is practicable, simulate at sea operating conditions. It will be conducted by the ship's force and is to be unhampered by construction or repair or by movement of shipyard personnel through the ship. Neither the shipbuilder, supervisor of shipbuilding conversion and repair, nor shipyard commander shall schedule any trials, tests or other work to be performed on the ship during this period. Specific requirements for fast cruise in nuclear powered ships are in OPNAVINST 9080.3G. For conventionally powered aircraft carriers, the required duration of fast cruise depends on the type and length of the overhaul. A five-day fast cruise is required for ships completing construction, conversion or SLEP per OPNAVINST 4700.8H. Ships completing regular overhauls or SRAs may schedule a shorter fast cruise, but under no circumstances should it last less than 32 hours, including an overnight period. It may be divided into sections, but should be completed within a five day period. It should end not more than three days and not less than one day prior to underway trials. Guidelines for conducting an effective fast cruise are provided in Appendix IV.

3105 SEA TRIALS. Sea trials shall be conducted upon completion of all availabilities. Primary emphasis during this nominal 5-day underway period is focused on testing equipment and certifying systems and capabilities. However, training in basic underway functional areas should be conducted as well, especially in the areas of navigation, CDC surface operations, deck seamanship, flight deck operations and damage control.

3106 SHAKEDOWN TRAINING. Shakedown training is conducted for ships completing new construction, SLEP or overhauls of greater than one year's duration if significant at-sea operations are scheduled between completion of construction/overhaul and commencement of the pre-deployment work-up cycle. The purpose of shakedown training is to ensure the crew is capable of safely performing routine at-sea operations, including flight operations. Primary emphasis shall be on engineering casualty control, seamanship, navigation, damage control, flight deck operations, communications and safety-related exercises. The ISIC will liaison with ATG to determine shakedown training requirements and schedule shakedown training periods. They will normally be one to two weeks in length; schedules will be individually tailored based on the ship's requirements and expected operational cycle, but should include shakedown exercises identified in Appendix I unless specifically waived by the ISIC. Shakedown training is not required for ships commencing a pre-deployment work-up cycle immediately after overhaul, since they will receive normal Basic Phase training as described in Section 2.

CHAPTER 3 - TRAINING CYCLE

SECTION 2 - TRAINING REQUIRED FOR OPERATING SHIPS

3200 GENERAL. Figure 3-1 depicts the flow of major training events which comprise the standard aircraft carrier Inter-deployment Training Cycle (IDTC). A description of how training should progress during this cycle is provided in the paragraphs below. Specific training requirements, listed in Appendix I, shall be accomplished by each aircraft carrier during the appropriate part of the cycle unless specifically waived by the ISIC. Every effort will be made by the ISIC/NFC of FDNF ships to afford them an IDTC that will achieve as many of the events outlined below as operational, maintenance, and training schedules allow. Due to operational scheduling requirements and the non-availability of numerous recommended training courses, FDNF units frequently cannot strictly adhere to a notional training schedule. This necessitates close monitoring of the IDTC by the ISIC and granting to the ISIC, with NFC approval, the authority to tailor the training programs based on the training opportunities available and the anticipated operational tasking. TYCOMS, COMCARGRU ONE/FOUR, and ATG will augment the ISIC with personnel, as requested by the ISIC to provide supplemental training. The Battle Group Staff and deploying DESRON should embark the CV at every opportunity throughout Basic, Intermediate, and Advanced Phases for integration and training. Similarly, the Battle Group Commander must oversee every aspect of the training during these phases, including CV/CVW integration.

3201 COMMAND ASSESSMENT OF READINESS AND TRAINING (CART). Each operating aircraft carrier typically completes a standard IDTC as described in Chapter 1 above. CART allows maximum benefit to be derived from limited training assets during the IDTC. Each ship must enter the cycle with a clear understanding of what specific training is required and a detailed plan for accomplishment. CART is a two-part event intended to help the ship accomplish this as follows:

A. CART PHASE I. CART I is an internal event which is normally conducted as a ship transits home from deployment. During this phase, the ship looks ahead to the next deployment and determines who will fill each of its critical billets. The ship then lays out a comprehensive plan which shows how personnel will be trained to fill each billet. Requests for school quotas will be transmitted to quota control authorities early enough to allow as many courses as possible to be attended prior to completion of the planned depot-level maintenance availability. Additionally, the ship meets with the battle group commander and air wing to lay out a preliminary schedule of major training events to be accomplished during the inter-deployment period. This preliminary schedule will serve as a basis for development of a final schedule in conjunction with the type commander, numbered fleet commander and the Afloat Training Group (ATG) after arrival in home port.

B. CART PHASE II. CART II will be conducted aboard the ship no earlier than 90 days prior to the commencement of TSTA I/II. The purpose of CART II is to prepare a detailed, tailored schedule for completing the basic phase of training, as discussed in paragraph 3202 below, to ensure the ship will be ready to maximize effectiveness of the training, and to conduct Phase I and Phase II NSSMS certification. Guidelines for conducting an effective CART II are provided in Appendix V. CART II consists of three elements, which are conducted over a five day period as follows:

1. Days 1-3. A thorough review of the ship's material and administrative readiness to conduct training is conducted by ATG and ISIC personnel using checklists previously provided to the ship. This shall include an assessment of the ship's ongoing training and PQS programs.

2. Days 3-5. Training and evaluations of the ship's training teams (ETT, DCTT, CSTT, etc.) are conducted by ATG personnel. Training battle problems may involve condition I and III scenarios designed to measure proficiency of the ship's training teams. It is recognized that operable equipment and material conditions will be affected by the conduct of these scenarios. The primary concern is to evaluate the ability of the ship's training teams to plan, conduct, and evaluate to the maximum extent feasible.

3. Day 5. A scheduling session is conducted, during which representatives of the ship, Afloat Training Group, ISIC, type commander and air wing commander review and approve a plan for basic phase training, based on a strawman previously developed by the ship. All major events, especially those which require outside services, should be included in the plan.

3202 BASIC PHASE TRAINING

The basic phase of training begins when the ship starts the planned depot-level maintenance availability; it ends when unit-level training is complete and the ship is ready to proceed with tactical integration with the air wing (intermediate level training). It is assumed that the ship will have heavy personnel turnover after deployment and that the prolonged inport period will permit extensive individual and team training at fleet schools. The great majority of schools will be attended during the repair period, so that new crew members can be trained and perishable skills of experienced crew members can be refreshed before the ship returns to sea.

During the early part of the basic phase, training is focused on the individual. Classroom training is gradually augmented by team trainers and shipboard exercises during the latter part of the repair availability. As the ship prepares for and conducts sea trials (nominally five days), training exercises and events become oriented toward completing final PQS qualifications, re-establishing the basic level of proficiency in underway evolutions, completing ship certifications and enhancing the effectiveness of the ship's training teams. The ships training teams are the cornerstone of the ships ability to train during the IDTC and throughout the deployment.

The next set of milestones in the basic phase is a series of Tailored Ship's Training Availabilities (TSTAs), conducted under ISIC supervision by the Afloat Training Group. The specific focus of each TSTA is described in detail below. The purpose of TSTAs is not merely to give the crew a solid foundation of unit-level operating proficiency, but also to develop or enhance the ship's ability to self-train following completion of the basic phase. In addition to working with and through the ship's training teams to conduct exercises, the ATG will include as part of each TSTA an assessment of the ship's ongoing training and PQS programs. By the start of TSTA I, the ship should already have PQS-qualified Condition I and III watch teams, manned to the maximum extent practicable with crew members who will remain onboard for the deployment. The air wing is embarked to conduct carrier qualifications, receive training in vital shipboard survival and damage control skills, and to help the ship complete training exercises which require air services. Although training is focused at the unit level, the ship and air wing integration effort begins

during this period and each at sea period should be utilized to build proficiency in the flight deck operations, basic Case I, II, and III operations around the carrier, and search and rescue operations, including rescue planning coordination and mishap reporting procedures which allow for a smooth transition to the intermediate phase.

Throughout the basic phase, team trainers and inport training devices play a key role in developing the ship's operating proficiency. Maximizing use of these devices saves operating funds and gives the crew a head start in preparing for battle group operations. Inport periods throughout the basic phase should be used to qualify team members and to refine and develop drill guides and scenarios.

Basic phase training consists of the following:

A. TSTA I. Emphasis during this nominal eight-day underway period is on navigation, seamanship, engineering, damage control and other training which does not require air services or is most efficiently accomplished with minimal flight operations. Flight deck operations consist of drills and limited air wing carrier qualifications. Combat Systems training is focused on areas where support from the air wing is not required. Engineering training should begin inport prior to TSTA I in order to maximize the effectiveness of underway training. If the ship's employment schedule does not permit completion of TSTA I prior to TSTA IV, a limited team trainer may be scheduled to conduct the damage control and navigation training normally held during TSTA I. (See para 3202.D)

B. TSTA II. Emphasis during this nominal eight-day underway period is on flight deck operations, increased emphasis on Combat Systems, C4I training, Engineering and Damage Control Condition I and III tactical and casualty control scenario execution, while maximizing use of air wing support. Ships should receive their NSSMS certification during TSTA II. Engineering training continues during non-flying periods. By the end of TSTA II, each of the ship's training teams should be capable of planning, conducting, evaluating and critiquing exercises within its functional area. Scheduling TSTA II immediately following TSTA I serves to minimize the need for carrier qualifications before proceeding to cyclic operations.

C. TSTA III/Final Evaluation Period. TSTA III is a nominal nine (9) day period with two purposes: (1) to train the crew on complex basic phase exercises, including the conduct of communications readiness certification (CRC) exercises, and (2) to embark the Afloat Training Group (ATG) for a Final Evaluation Period (FEP). FEP is a graded event (per figure 3-2) and represents the culmination of the basic phase of training and evaluates a ship's "within the lifelines" ability to conduct combat missions, support functions, and survive complex casualty control situations. It provides the ISIC the opportunity to evaluate ship readiness prior to entering Intermediate/Advanced Phases of training as well as a ship's ability to sustain readiness through self training. Ships completing FEP will possess the minimum required knowledge to proceed to the intermediate phase of the inter-deployment training cycle (IDTC). As the culmination of the basic training phase, FEP is the final opportunity for ISIC's to observe/assess aggregate shipboard watchstanding, warfighting and ship survival proficiencies, and the ship's resident capacity to sustain and build upon those proficiencies. TYCOM certification of ship readiness to proceed to the next training phase is based primarily on ISIC recommendation following FEP. Because each ship executes a unique TSTA process

that is driven by a variety of variables (residual crew proficiency, CART II performance, TSTA performance, nature of upcoming deployment, OPSKED perturbations, etc.) it is more realistic and efficient to develop a FEP scenario tailored to each ship's requirements than to have a standard package. Direct oversight and active participation in the work-up process places the ISIC in the best position to define the appropriate combination and sequence of FEP evolutions/drills.

1. Key Elements of FEP.

a. Ship ITT, with ISIC guidance and ATG assist, will develop and conduct FEP.

b. The tailored scenario will include war fighting skills and tactical decision making abilities required to perform during fleet operations, but will focus on single ship operations and be tailored to ship specific systems.

c. Casualty control exercises will be incorporated to ensure watch teams can reconfigure equipment in a simulated hostile and/or restricted maneuvering environment and operate the ship with material degradation.

d. Watch teams presented must be on a command approved watchbill. Transitions between Conditions of Readiness are at the Commanding Officer's discretion.

e. The ship's training teams will demonstrate their ability to plan and execute integrated ship-wide training during FEP and for follow-on training after the basic phase.

f. The ship's material condition must support safe conduct of FEP and watchstanders need to be aware of all equipment limitations.

g. Management programs will be evaluated as executed throughout FEP. Department eight o'clock reports will be reviewed to determine equipment casualties affecting the conduct of FEP.

h. Safety is paramount. Imposed artificialities and simulations are necessary and must be understood by ship's personnel.

2. Standardization. Afloat Training Group is the TYCOM/ISIC agent for FEP procedural and standardization issues. ATG will advise ISIC of procedural and standardization issues to ensure TYCOM requirements are met.

3. Common Events. Following the successful completion of the TSTA III/FEP underway period, and with ISIC concurrence, the CV/CVN will gain equivalency credit for the following FXP exercises based on battle problem scenario:

a. OPERATIONS/COMBAT SYSTEMS DEPARTMENTS. Competence of the Combat Systems/Self Defense Team (OPS and CSO Dept) should demonstrate the ability to conduct the following exercises:

AAW-01-CV (AAW ENVIRONMENTAL SUPPORT)
AAW-02-CV (LINK-16 OPERATIONS)
AAW-02-SF (LINK-11 SETUP)
AAW-03-I (AIC)
AAW-03-SF (RADAR/IFF TRACKING)
AAW-04-SF (TARGET DET/TRK)
AAW-05-I (MULTI-TARGET PROCESSING-CAP COORD)
AAW-09-I (TACT AAW/CAP/MSL/ECCM)
AAW-10-I (COORD CAP/MSL-FLT AAW)
AAW-10-SF (ASCM DEF/NON-FIRE)
AAW-11-I (COORD CAP/MSL-AAW/ECCM)
AAW-14-SF (AUTO AIR DETECT/TRK)
AAW-17-SF (LINK 11 INTRUSION/JAM)
AAW-20-SF (PHALANX/CIWS READINESS EVAL)
AAW-21-SF (PHALANX/CIWS TDU FIRING (ALL MOUNTS))
AAW-24-SF (DTE/NON-FIRE)
AAW-24-CV (DTE/NON-FIRE)
SUW-01-I (OTH-SURV/SRCH/DETECT)
SUW- 9-SF (SURF TRK)
SUW-12-SF (VISUAL ID COUNTERING)
SUW-17-SF (SHORT RANGE, HIGH SPEED SURF ENG W/MACHINE GUN)
SUW-20-SF (CONVENTIONAL SURFACE TRACKING)
NCO-32-SF (LOW/SLOW FLYER)
ASW-01-CV (NIXIE DEPLOYMENT)
ASW-05-CV (ASW COORD/COMM)
ASW-07-I (DELOUSING EXERCISE)
ASW-08-CV (TORPEDO EVASION)
CCC-01-SF (SYSCON-FLTBCST)
CCC-02-CV (SYSCON-SINGLE AUDIO LINE SYSTEM (SAS))
CCC-02-SF (COMM OP PLANNING)
CCC-04-SF (SYSCON-SHIP TERMINATION (B,C,D,G))
CCC-05-SF (SYSCON-SECURE/NON-SECURE VOICE)
CCC-06-SF (R/T DRILLS)
CCC-06-CV (HAVE QUICK ANTI JAM UHF)
CCC-08-SF (TELETYPE CIRCUIT PROCEDURES)
CCC-08-CV (LOSS OF FACILITIES CONTROL CENTER (FACCON))
CCC-13-SF (EMERGENCY ACTION PLAN/DESTRUCT)
CCC-14-SF (SYSCON-QUALITY MON SYSTEM)
CCC-17-SF (LINK 11 FAST FREQ CHANGE)
CCC-19-SF (COMPREHENSIVE COMMUNICATION ASSESSMENT)
CCC-20-SF (SYSCON-SI TERMINATION (D,G))
CCC-25-CV (SHF SATCOM SYSTEM)
CCC-30-CV (OTAR/OTAT)
C2W-01-I (ELEC INTCPT COORD W/ES RADAR SEARCH/INTEGRATION)
C2W-02-I (EMCON FLT OPS)
C2W-01-SF (AN/SLQ-32 U/W DEMO/VERIFICATION)
C2W-02-SF (ES DETECTION, ANALYSIS, AND REPORTING)
C2W-04-SF (EMCON SETTING AND MODIFICATION)
C2W-05-SF (SAT VUL EXERCISE)
INT-1-SF-IS (INT INFO RETRIEVAL)
INT-1-SF-MS (SIGHTING TEAM)
INT-1-SF-OP (OPINTEL DATA COLLECTION)
INT-1-SF-RP (INTEL REPORTING)
INT-3-SF-BF (AREA BRIEF)
NCO-1-SF (PREP ELEC SPACES FOR BATTLE)
NCO-2-SF (ASSIST REMOTE SPACES)

NCO-3-SF (INVESTIGATION AND REPORTING)
NCO-4-SF (REPORTS OF ELEC CASUALTY)
NCO-5-SF (REPAIRS DURING LOSS OF LIGHTING)
NCO-6-SF (INSTALL SPARE FUSES)
NCO-8-SF (S/P PHONE CASUALTY)
NCO-9-SF (SEC ELEC CASUALTY CONTROL)
NC0-10-SF (ELEC COOLING WATER CASUALTY)
NCO-11-SF (CLASS "C" FIRE)
NCO-12-SF (EQUIP CASUALTY REPAIR)
NCO-13-SF (CASUALTY CONTROL FOLDER)
NCO-14-SF (DRAW EMERG SPARE PARTS)
NCO-15-SF (USE ALTERNATIVE POWER)
NCO-16-SF (PERF OF CASUALTY CONTROL)
MOB-S-06-SF (MAN OVERBOARD)
MOB-S-14-SF (SAREX)
MOB-N-08-SF (PILOTING SWEPT CHANNEL)

b. AIR DEPARTMENT: The ship and air wing should demonstrate the ability to conduct cyclic operations and satisfactorily complete the following exercises during both day and night operations:

MOB-S-01-CV (CDP CHANGE (DAY/NIGHT))
MOB-S-03-CV (EMERGENCY LOWER JBD (DAY/NIGHT))
MOB-D-17-SF (AVIATION FUELS SYS CASUALTY)
MOB-D-18-SF (A/C CRASH AND FIRE ABOARD SHIP (DAY/NIGHT))
MOB-D-19-SF (RIGGING BARRICADE (DAY/NIGHT))
MOB-D-22-SF (HANGAR DECK A/C FIRE)
MOB-S-23-SF (RIG MOVLAS (ALL STATIONS))
MOB-D-25-SF (CONFLAG/MASS CASUALTY)

c. NAVIGATION/DECK DEPARTMENT: Competence of the Seamanship/Navigation Training Team (SNTT) should be demonstrated during the following exercises:

MOB-N-1-SF (NAV IN AN EW ENVIRON)
MOB-N-3-SF (CON/STEER FROM SECCON)
MOB-N-4-SF (HARBOR PILOTING BY GYROCOMPASS)
MOB-N-5-SF (PRECISION ANCHORAGE)
MOB-N-6-SF (LOW VIS)
MOB-N-8-SF (PILOTING-SWEPT CHANNEL)
MOB-N-9-SF (LOSS OF STEERING)
MOB-S-3-SF (ANCHORING)
MOB-S-6-SF (MAN OVERBOARD)
MOB-S-10D-SF (DELIVERY)
MOB-S-10R-SF (UNREP)
MOB-S-11D-SF (EMERGENCY BREAKAWAY DELIVERY)
MOB-S-11R-SF (EMERGENCY BREAKAWAY RECEIVE)

d. MEDICAL DEPARTMENT: The ship should demonstrate the ability to respond to medical emergencies during the following exercises:

FSO-M-4-SF (SUCKING CHEST WOUND)
FSO-M-5-SF (ABDOMINAL WOUND)
FSO-M-9-SF (MASS CASUALTIES)
FSO-M-12-CV (MEDICAL RESPONSE DRILLS)
MOB-D-25-SF (CONFLAG MASS CASUALTY)

e. DAMAGE CONTROL. The ship and air wing should demonstrate the ability to respond to a major conflagration (MOB-D-25-SF) initiated during the battle problem, a CBR attack (MOB-D-15-SF) during a separate general quarters, a JP-5 pump room fire (MOB-D-9-SF), and, on conventionally powered carriers only, a main space fire (MOB-D-9-SF). Additionally, the ship should demonstrate the ability to rig casualty power (MOB-D-7-SF).

MOB-D-2-SF (RELIEF OF VITAL STATIONS)
MOB-D-3-SF (MANNING BATTLE STATIONS)
MOB-D-4-SF (EMERGENCY INTERIOR COMMS)
MOB-D-7-SF (PROVIDE CASUALTY POWER)
MOB-D-8-SF (MAJOR CONFLAG)
MOB-D-9-SF (JP-5 PUMPROOM FIRE OR EMERGENCY DIESEL GENERATOR SPACE FIRE USING MAIN SPACE FIRE GRADING CRITERIA)
MOB-D-10-SF (RESCUE AND ASSISTANCE)
MOB-D-11-SF (SETTING MATERIAL CONDITION)
MOB-D-12-SF (UNDERWATER HULL DAMAGE)
MOB-D-13-SF (SHORING)
MOB-D-14-SF (FIRE EXTING/SMOKE REMOVAL)
MOB-D-15-SF (CBR DRILL)
MOB-D-20-SF (ISOLATE/PATCH PIPING)
MOB-D-21-SF (MAIN SPACE FLOODING)
MOB-D-23-SF (LOCATE DC FITTINGS)
MOB-D-24-SF (DARKEN SHIP)
MOB-D-25-SF (CONFLAG/MASS CASUALTY)
MOB-D-31-SF (TOXIC GAS)

F. Responsibilities. Responsibilities for conduct of TSTAs/FEP:

1. TYCOM. Monitors FEP completion during the end of basic phase training. Coordinates scheduling and execution of FEP.

2. ISIC.

a. The ISIC will be the senior observer during the conduct of FEP. Questions concerning the conduct of evaluation will be resolved by the Senior Observer.

b. Assist ship procurement of required services and coordinate embarkation of aircraft/vehicles/boats to support FEP.

c. Review and approve the TSTA/FEP scenarios presented by ATG and CV/CVN.

3. Afloat Training Group (ATG).

a. Develop and deliver background information required for the ship/ISIC to construct TSTA/FEP scenarios. This package will include geo-political, Electronic Order of Battle, Naval Order of Battle, required services, etc. To provide realism and complement the scenario, ATG will assist ship's CSTT to coordinate intelligence data including source, time sensitive data, and exercise messages.

b. Provide personnel for the TSTA/FEP Team and coordinate scenario/SOE tailoring with the ship's Integrated Training Team (ITT). The senior ATG representative will report directly to the senior observer.

c. Monitor ITT conduct of TSTA/FEP. Ship manning constraints and/or scenario complexity may necessitate active ATG participation in FEP. ISIC and ATG coordinate degree of participation.

d. The senior ATG representative will provide the ISIC and Commanding Officer an objective assessment by mission area of crew performance.

4. Commanding Officer.

a. Provide ITT to develop and execute TSTA/FEP scenario/SOEs. The ITT will use the TSTA/FEP background information provided by ATG as a guideline making sure all required ISIC/ATG objectives are met by the scenario.

b. Provide a safe to train letter to the Senior Observer at the in-brief. This letter will specify that all weapon systems, including minor caliber guns, are configured to support TSTA/FEP. CIWS firing keys have been removed or key custody procedures are in place and that NSSMS, if loaded have the safe/operate plugs removed.

c. Provide administrative and berthing spaces as required to support the FEP team and other riders/observers.

d. At a minimum (as applicable) provide a copy of the following to the Senior Observer at the in-brief: Commanding Officer's Battle Orders, current copy of the ship's eight o'clock reports, condition I/II/III watch bills, training team designations, and a list of the ship's standard simulations.

e. Obtain OPAREA clearances to support TSTA/FEP.

f. Request required services to support TSTA/FEP.

g. Conduct pre-TSTA/FEP briefings as required by ISIC and TYCOM.

D. TSTA IV. This is a fleet replacement squadron carrier qualification (FRSCQ) TCQ period and/or engineering training period, with engineering training emphasized during non-flying periods. TSTA IV has a nominal length of seven underway days and may be scheduled at any time in the basic phase following completion of flight deck certification and TSTA I. If ship's employment schedule requires TSTA IV before TSTA I, a limited team training period may be scheduled prior to TSTA IV to conduct the damage control and/or navigation portions of TSTA I. (See paragraph 3202.A.(1)). Normally, two TSTA IV periods are assigned per cycle.

3203 INTERMEDIATE PHASE TRAINING. Intermediate phase training (COMPTUEX) consists of inport and underway training. The underway training consists of a nominal 21 days; begins with carrier qualifications; and, ramps up quickly into extended, complex air operations intended to stress and exercise all facets of the carrier/air wing team.

COMPTUEX consists of an 18 day schedule of event (SOE) driven exercise, and a 3 day Final Battle Problem (FBP). It is conducted and directed by the training carrier group commander, and is focused on developing the carrier/air wing team into a cohesive unit and, if additional battle group (BG) assets are

available, integrating these units into the associated deploying BG. In addition, the carrier/air wing team and available BG units will develop basic war fighting proficiency in coordinating BG operations that will be further defined during the advanced phase of training. The deploying BG commander, as ISIC closely monitors the progress of the carrier and air wing team. Integration of the deploying BG commander's staff with the training carrier group commander's staff occurs at the outset of COMPTUEX. FBP is a three day exercise monitored by the training carrier group commander and portions of his staff. It is designed to stress the BG staff, carrier/air wing and BG units across all warfare areas. When proficiency is demonstrated, the training carrier group commander will submit a recommendation on the CVBG readiness for advanced phase training to the numbered fleet commander.

3204 ADVANCED PHASE TRAINING. Advanced phase training - Fleet exercise (FLEETEX)/Joint Task Force Exercise (JTFEX) is a CINC directed exercise designed to build upon previous demonstrated Battle Group (BG) competencies across all warfare areas. The deploying BG commander is assigned TACON of all warfare areas, and falls under the OPCON of the numbered fleet commander, who operates as the Joint Task Force (JTF) commander. The at sea portion of advanced phase training consists of a nominal 21 days underway, with a combined CVBG/ARG(MEU) operating as part of the JTF. The ARG/MEU will conduct SACEX/SOCEX at this time. In addition to the carrier qualifications, all warfare areas are integrated into a joint campaign effort that transitions through the deployment, presence, increasing tensions, hostilities and redeployment/de-escalation phases. The deploying BG commander will normally be required to fulfill duties as a Joint Force Maritime Component Commander (JFMCC). He may also be assigned duties as a Sector Air Defense Commander (SADC)/Regional Air Defense Commander (RADC). Air wing assets will be tasked via a Joint Force Air Component Commander (JFACC) Air Tasking Order (ATO). They will conduct operational strike planning in support of JTF campaign objectives and integrate with units from all U.S. Services. Further, this exercise may include participants from any number of allied countries. A final evaluation of the BG under this scenario-driven multi-threat environment is conducted by a Senior Officer Observer Team (SOOT) which ensures the BG is ready for overseas deployment.

3205 REPETITIVE TRAINING. Repetitive training describes those exercises required to be conducted periodically during the advanced phase of the IDTC and throughout the deployment in order to maintain skills and teamwork developed during earlier phases.

3206 ENGINEERING QUALIFICATION (E-QUAL)/OPERATIONAL REACTOR SAFEGUARDS EXAMINATION (ORSE). E-QUAL and ORSE intervals differ in timing from the CART/TSTA/FEP process, so they cannot be incorporated into the IDTC at a fixed position. A significant amount of underway time is required for an aircraft carrier to adequately prepare for an E-QUAL or ORSE following an extended time in port. An underway period dedicated to E-QUAL/ORSE should be scheduled at the point in each ship's schedule most likely to produce a successful outcome.

3207 REPORTING REQUIREMENTS. In general, monthly training reports serve as the primary means to keep the readiness data base current and to indicate the basis for training reporting in SORTS. Additional training report requirements associated with specific portions of the IDTC are as follows:

A. CART I. The battle group commander shall send a message reporting completion of CART I, to the appropriate type commander, fleet commander, training carrier group commander, air wing commander and Afloat Training Group commander. The message will include a proposed schedule for the IDTC.

B. CART II. The Afloat Training Group commander will report the results of CART II to the ISIC. For CNAL, the ship and TYCOM will be informed by message or letter within five working days following completion. The report shall include an assessment of the ship's ongoing training programs, PQS qualifications, readiness to train in each mission area, and ship's training teams. It shall also provide recommendations regarding emphasis of basic phase training as appropriate. Results of checklist reviews conducted the first day will be submitted to the ship and ISIC when completed.

C. TSTA/FEP. The Afloat Training Group commander shall report completion of TSTA's I, II, III, and FEP (a single report may be submitted for TSTA I/II and TSTA III/FEP when conducted back-to-back) to the ISIC, info ship and TYCOM. Reports shall include a brief overview of training conducted; an assessment of the ship's ongoing training and PQS programs; an assessment of the crew's readiness for continued training by mission area, and recommendations regarding follow-on training emphasis as appropriate. The ATG’s TSTA III/FEP report to the ISIC and Type Commander shall also report grades assigned to each of the required FEP exercises, and readiness of the ship to proceed to intermediate/advanced level training.

D. COMPTUEX/FBP. The training carrier group commander shall report readiness of the aircraft carrier/air wing team for "no-divert" operations and recommend to the numbered fleet commander that the ship/air wing is ready for advanced phase training.

E. (For LANTFLT Carriers): The Composite Readiness Development Plan (CRDP), described in CNALINST 3500.48, was developed to establish Type Commander/ISIC oversight and assistance required to update and maintain readiness through the Battle Group Commander for each LANTFLT carrier/air wing team, by formulating individualized readiness development plans which identify major milestone tasks. The two major objectives inherent with this program are to ensure the ship has the proper material, maintenance supply, and personnel readiness upon the completion of a Complex Overhaul (COH) or Selected Restricted Availability (SRA) to fully support their air wing and to achieve peak resource readiness of the carrier and air wing in preparation for deployment. This plan is a tool for the Battle Group Commander to plan and track the carrier/air wing readiness throughout the IDTC. Status report shall be submitted per Battle Group Commander policy.

FIGURE 3-1 CV\CVN INTERDEPLOYMENT TRAINING CYCLE PAGE 1-3

FIGURE 3-2 COMNAVAIRLANT FEP GRADING CRITERIA PAGES 1-6

CV/CVN INTERDEPLOYMENT TRAINING CYCLE (PAGE 1 OF 3)

	RETURN FROM DEPLOYMENT	LEAVE/UPK/LOCAL OPS	REPAIR PERIOD (BASIC)
OPCON	C2F/C3F	C2F/C3F	C2F/C3F
TRNG RESPONSIBILITY	C2F/C3F	C2F/C3F	C2F/C3F
EVENTS	COMMAND ASSESSMENT OF READINESS & TRAINING (CART) PHASE I * SCHEDULE REVIEW * INTERNAL TRAINING REVIEW	SCHEDULE MEETING * TYCOM, C2F/C3F AIRWING, SHIP ATG, ISIC	* CHECKLIST REVIEWS * TRAINING FOR SHIP'S TRAINING TEAMS (SBTT) * SCHEDULING MEETING SCHOOLS TEAM TRAINERS INPORT EXERCISES

FIGURE 3-1

CV/CVN INTERDEPLOYMENT TRAINING CYCLE (PAGE 2 OF 3)

BASIC PHASE

OPCON — C2F/C3F

TRAINING RESPONSIBILITY — ISIC

EVENTS	ISE/SEA TRIALS 5 U/W DAYS	TSTA I ---------TSTA II 16 U/W DAYS	TSTA III/FEP 9 U/W DAYS	TSTA IV 7 U/W DAYS
	COMMAND ASSESSMENT OF READINESS & TRAINING (CART) PHASE II	* 5 DAYS NO-FLY * 3 DAYS CQ * NAV TRAINING * DC/CBR-D TRAINING * SEAMANSHIP TRAINING * CDC/CSD TRAINING * ENGINEERING TRAINING * FLIGHT DECK TRAINING * 1 DAY ANCHOR * 7 DAYS FLY * MASS CASUALTY	* 2 DAYS NO-FLY -MAJOR CONFLAG -CBR-D DRILL -MISSILE/CIWS SHOOT * 7 DAYS FLY -CQ -AAW VS WASEX -ENGINEERING TRAINING	* FRS CQ * ENGINEERING TRAINING NOTE: TSTA IV MAY BE SCHEDULED ANY TIME IN THE IDTC AFTER SEA TRIALS OR LTT
	* EQUIPMENT CHECKS * CERTIFICATIONS - FLIGHT DECK - F/F SYS - PALS - CATC * NAV TRAINING * DC TRAINING * 1-2 DAYS FLYING			

FIGURE 3-1

CV/CVN INTERDEPLOYMENT TRAINING CYCLE (PAGE 3 OF 3)

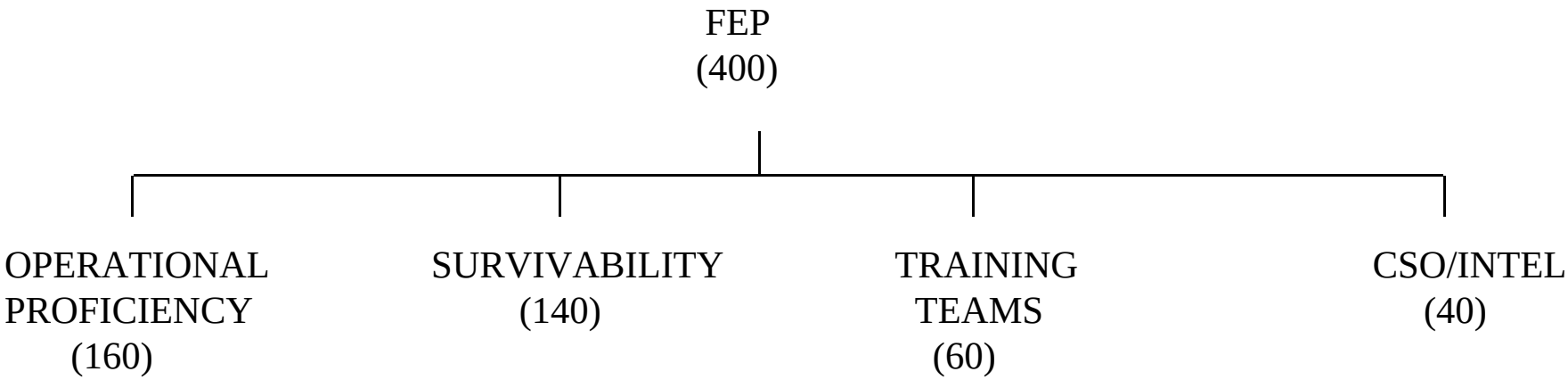
	INTERMEDIATE PHASE	ADVANCED PHASE
OPCON	C2F/C3F	C2F/C3F
TRAINING RESPONSIBILITY	TRAINING CARGRU	BATGRU CDR
EVENTS	*COMPTUEX I/A (18 U/W DAYS) *FBP (3 U/W DAYS BLUE WATER CERT CHOP TO NFC) *COMPTUEX II/B (7 U/W DAYS)	FLTEX/JTFEX (21 U/W DAYS)

FIGURE 3-1

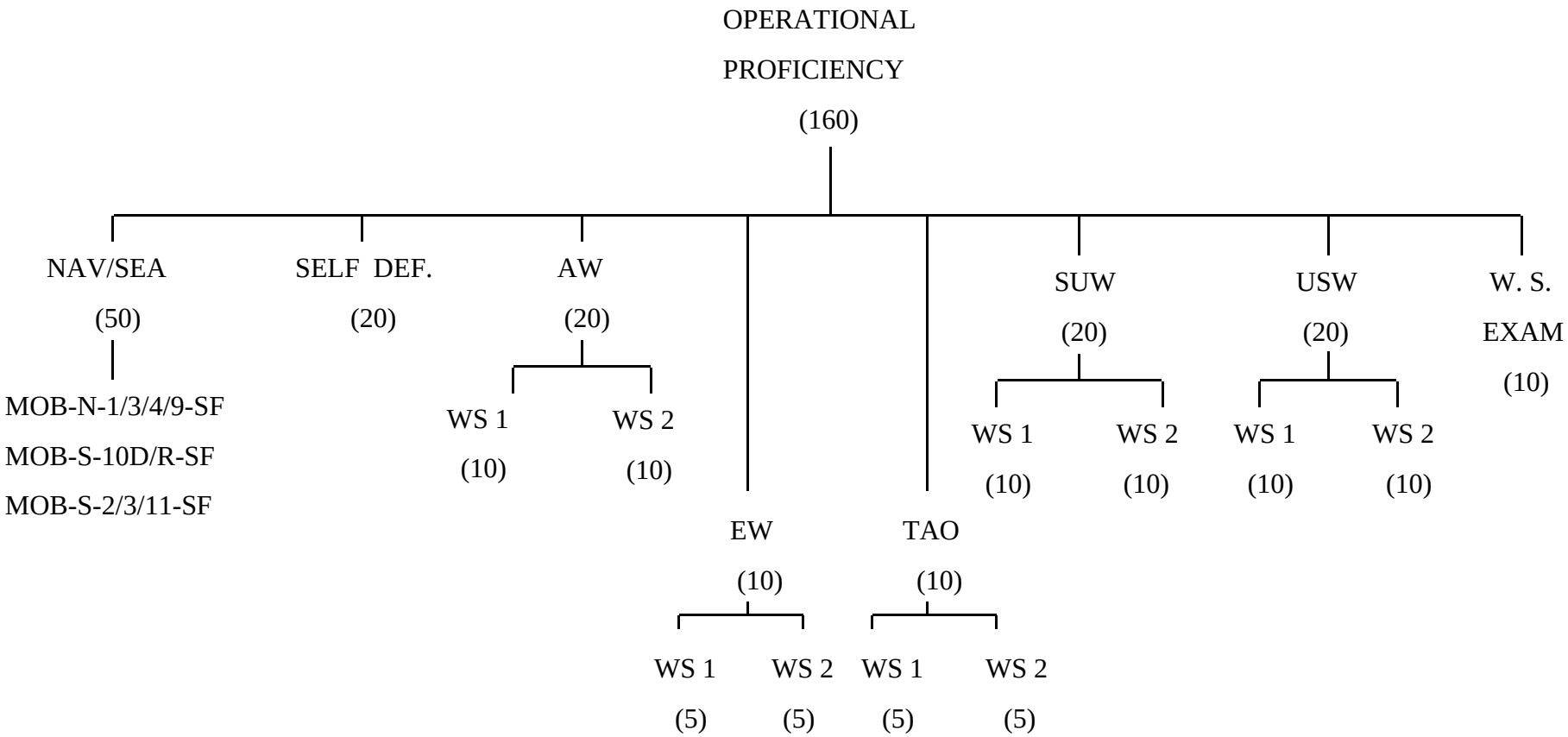
COMNAVAIRLANT
FEP GRADING CRITERIA

FEP SCORE	ADJECTIVE
360-400	OUTSTANDING
320-359	EXCELLENT
280-319	GOOD
250-279	SATISFACTORY

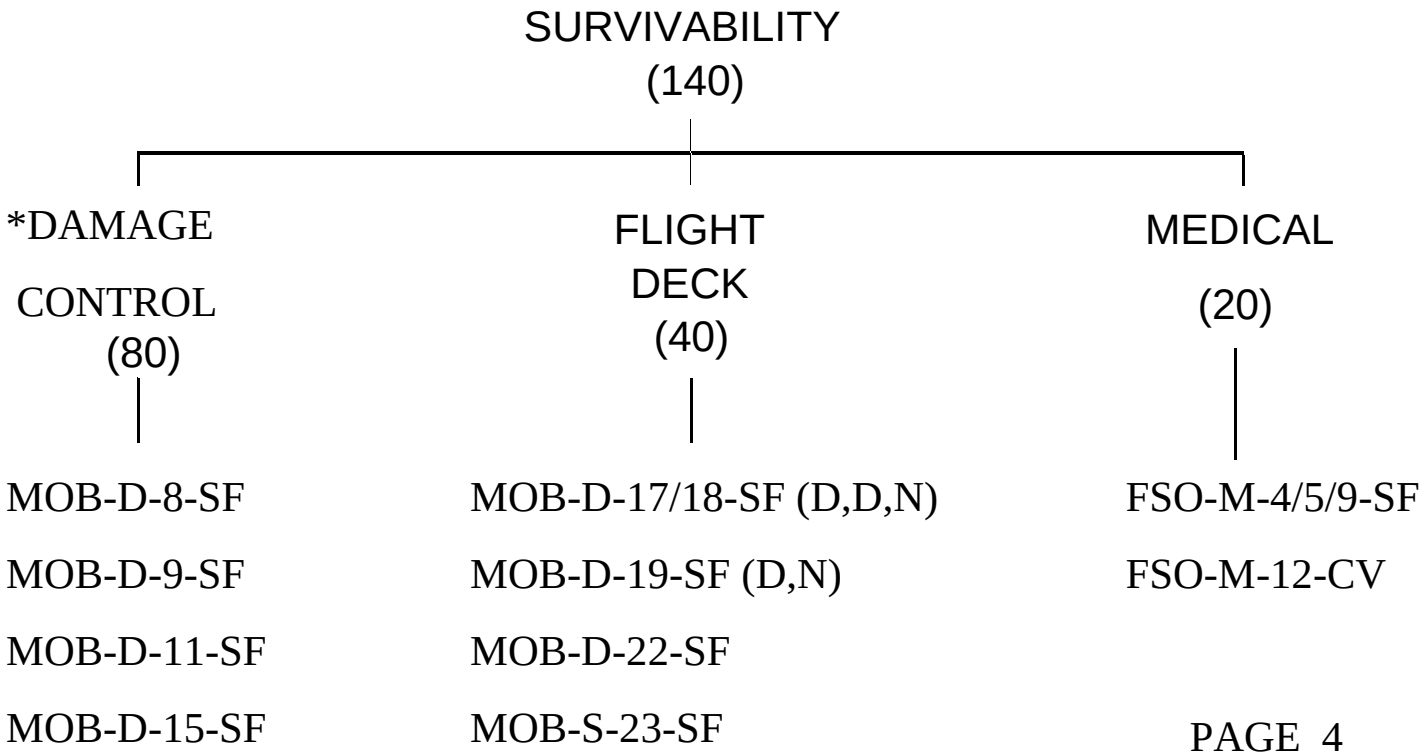
FEP GRADING CRITERIA



FEP GRADING CRITERIA

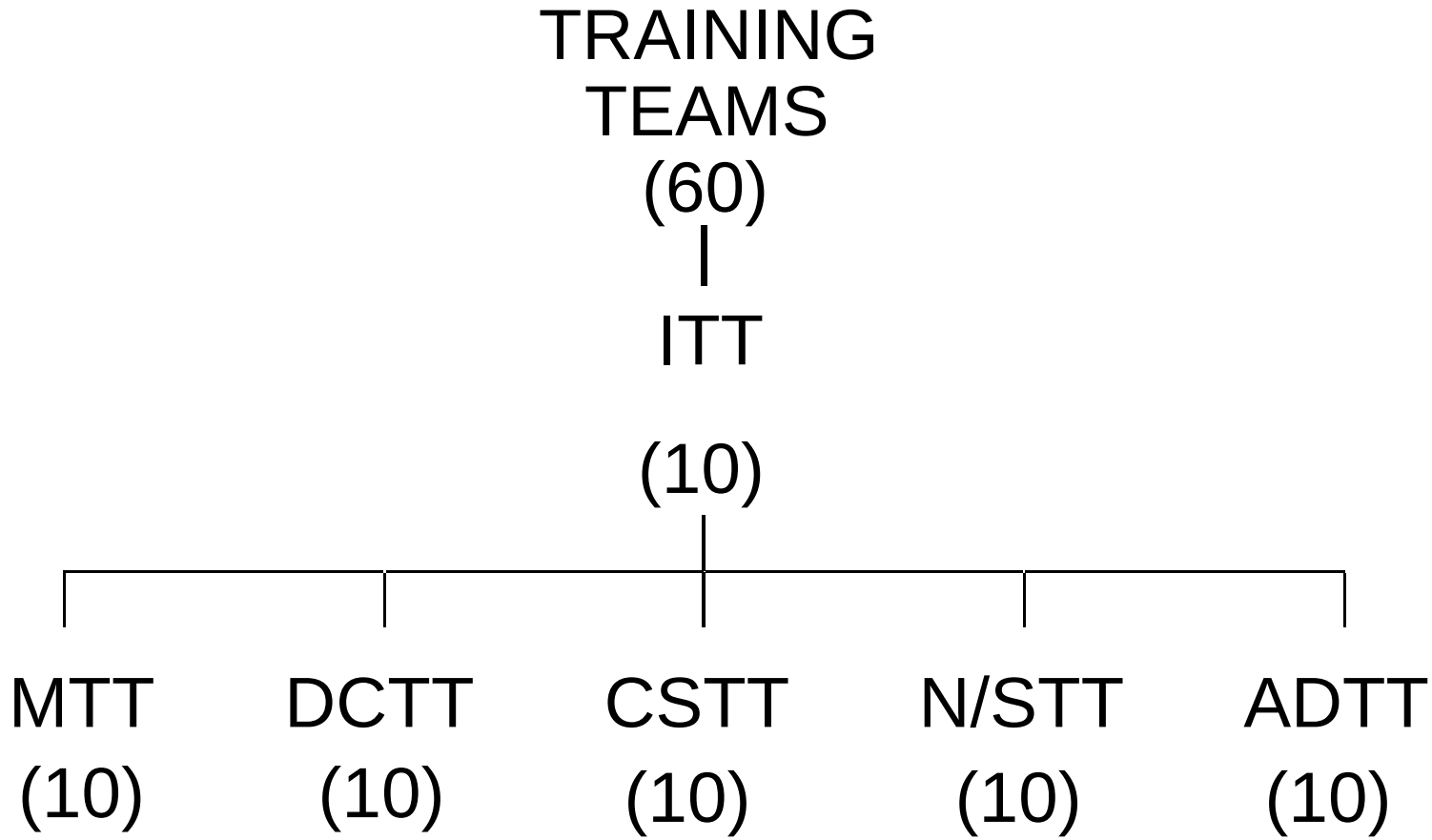


FEP GRADING CRITERIA

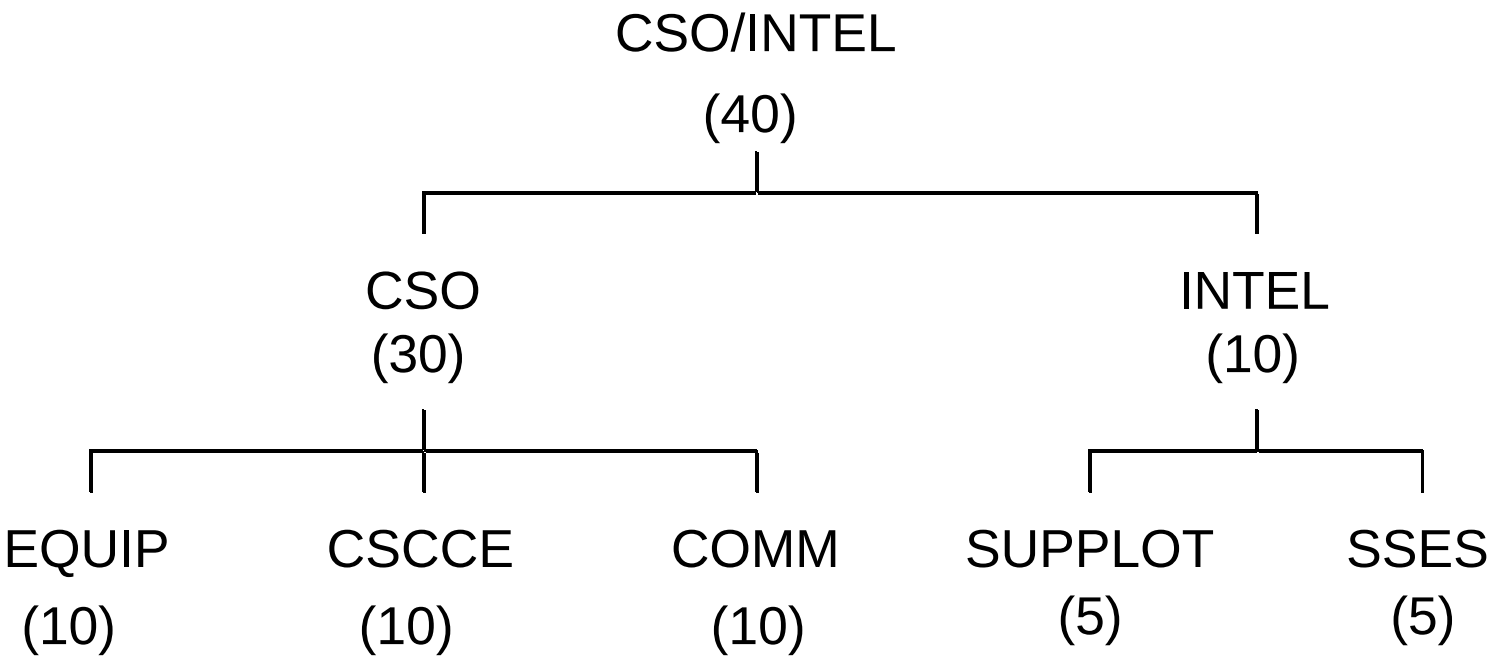


*Ship must successfully pass “Yoke” and “Zebra’ AND score a minimum of 60 or more DC points (out of 80) to score above satisfactory overall.

FEP GRADING CRITERIA



FEP GRADING CRITERIA



CHAPTER 4 - SHIPBOARD TRAINING

SECTION 1 - ALL HANDS TRAINING

4100 GENERAL

A. In addition to providing training for watch, quarter and station assignment, battle station assignment, and special shipboard evolution assignment, it is essential that a well-rounded shipboard training program specifically include measures for training the individual officer, sailor or marine in:

1. All duties of his rank or rate.

2. Preparation for promotion/advancement.

3. Development of leadership.

4. All duties, responsibilities and expectations of a member of the Naval service.

5. Safety and survival in the shipboard environment.

6. Periodic, as required by higher authority, Navy Rights and Responsibilities, fraternization, and sexual harassment training.

B. Responsibility for basic training of the individual officer, sailor, or marine is specifically assigned to the commanding officer of a unit by Article 0728, U.S. Navy Regulations, 1990.

C. The type commander does not dictate the method of execution of this responsibility; but may assist the commanding officer by issuing recommended training syllabi, recommended minimum standards for training, and by providing information and aids helpful in effecting training.

4101 "I" DIVISION TRAINING

A. The initial days and even hours a new officer, sailor, or marine spends on board ship will have a significant effect on molding his attitude toward the command and, therefore, his ability to perform as an effective member of the ship's company for the remainder of his tour on board. It is imperative that each ship of the force has an effective "I" Division program to introduce new crew members to the command. While it should be tailored to the specific needs of officer or enlisted members, the program should incorporate the common elements of providing members a place to sleep and stow their gear, the location of and times they will be able to get meals, accurate processing of the member's service and pay records, enrollment in the command physical readiness program, an introduction to unique shipboard regulations, and reiteration of Navy policies concerning drug and alcohol abuse, discrimination, and harassment. Shortly after new members report they should be provided with the opportunity to meet key members of the command.

B. Ideally, "I" division should be completed in the time between when new members report to the ship and when they report to their division. As a minimum, it should include the following:

1. An orientation tour focusing on available services for crew members, location and availability of damage control equipment, and security requirements.

2. Donning and lighting off of the EEBD, OBA and life vests should be demonstrated by each individual while in "I" division.

3. The Navy Rights and Responsibilities Workshop, to ensure the ship maintains 100 percent compliance with OPNAVINST 5354.1 (Navy Equal Opportunity Manual).

4. Distribution of general damage control and 3-M PQS books to all new crew members.

4102 DAMAGE CONTROL TRAINING

A. The ship's training program will include widespread indoctrination of all hands, including embarked staffs and air wing personnel, in procedures and practices necessary to maintain the protective material conditions of readiness and actions required to be taken in the event of fire, battle damage or other emergency. Each individual aboard ship should be fully capable of taking the initial actions to properly report fires and flooding and should be able to set fire and flooding boundaries. Emergency egress training to include donning a training EEBD, must be completed within 96 hours of reporting aboard.

1. All personnel must be indoctrinated in the use and limitations of personnel protective equipment and devices currently available on board. Personnel must be required to demonstrate, on reporting on board and semi-annually thereafter, their ability to use an OBA and EEBD and to egress their living, working, watchstations, and battle stations under conditions of minimum visibility.

2. Completion of basic damage control PQS or, in the case of CNAL, JQR for embarked staff air wing within six months of reporting to the ship is mandatory for all hands, including embarked staffs and air wing personnel per CINCLANTFLTINST 3541.1/CINCPACFLTINST 3541.1.

B. All ship riders shall be instructed in the use of an EEBD when embarking.

C. All embarked personnel for deployment are required to have received chemical, biological, and radiological defense (CBR-D) training. Those who did not receive CBR-D training during accession/pipeline training, or did not attend the Shipboard CBR-D Operations and Training Specialist (A-495-2062), shall complete a one-day CBR-D course conducted aboard the ship by an instructor with the 4805 or 4811 NEC and appropriate PQS.

4103 3-M TRAINING

A. The Navy's Material Maintenance Management (3M) System is the foundation on which shipboard equipment reliability rests. The equipment installed in Navy ships has been carefully designed and evaluated to provide long years of service in a harsh at-sea environment with the minimum of maintenance. It is critical that maintenance be accomplished properly per applicable maintenance requirements. In order to maintain proper supply and technical support, the installation and removal of equipment must be reported to appropriate authorities. Malfunctions of equipment must be reported to higher authority to ensure that:

1. Reduced capabilities are made known to operational planners;

2. Needed technical and material assistance can be organized and effected; and

3. A history of equipment failures is compiled.

B. Completion by all hands of the appropriate level of the 3-M personnel qualifications standards training program will significantly aid in accomplishing these objectives and is mandatory for all hands within six months of reporting on board for duty.

C. All ships in the force are required to establish a quality assurance program, per instructions issued by the type commander and higher authority, to ensure that maintenance actions are properly accomplished.

1. Ships should include training for maintenance personnel on each particular MRC card, prior to the new person being authorized to accomplish a maintenance requirement for the first time.

2. The first time a maintenance person accomplishes a maintenance action, he should be observed by an experienced sailor who has been proven competent at performing that maintenance item. This course of action will greatly reduce errors and minimize development of bad habits early in a sailor's career. It will therefore enhance his technical skills as well as overall equipment reliability. Positive work habits and effective "self" quality control checks should be incorporated into every aspect of the training program.

4104 GENERAL MILITARY TRAINING

A. The general military training (GMT) program is applicable to all Navy personnel, both officer and enlisted. Its origins are in the consolidation of training requirements from numerous independent programs. Over the years, the scope of the GMT program has grown to cover a wide variety of military and other topics. It is a promulgated standardized curriculum under a central manager and resource sponsor; GMT guidance is provided in OPNAVINST 1500.22.

B. GMT is designed to train, motivate and inform Navy personnel to transition into military life and to deal with issues that impact on their military career, preparing them for future leadership roles.

C. The GMT program is divided into three phases, each of which targets a specific population.

1. GMT-I is designed for presentation to officer and enlisted personnel during initial accession training.

2. GMT-II is presented to enlisted personnel while assigned to an "A" school or the Apprentice Training Program.

3. GMT-III is designed for presentation during regularly scheduled training sessions in individual units. Its purpose is to continue the development of those topics introduced in earlier phases and to address contemporary topics that reflect new or changed Department of Defense or Navy goals and objectives. GMT-III requirements are limited to 12 hours a year and requirements will be reviewed by CNET annually to ensure training remains relevant.

D. GMT topics and resources will be promulgated by CNO NAVADMIN for each fiscal year. To assist individual units in meeting GMT-III training goals, the Naval Education and Training Professional Development Center (NETPDTC), a division of the Chief of Naval Education and Training (CNET), has prepared training materials for PQS subject areas. Training materials can be obtained through any of the following means:

1. Writing to NETPDTC N34, 6490 Saufley Field Road, Pensacola FL, 32509-5237.

2. Calling NETPDTC at DSN 922-1035 or Commercial (850) 452-1035.

3. By e-mail at N34.pqs@smtp.cnet.navy.mil or via web site http://www.cnet.navy.mil/netpdtc/pqs/default.htm, where you can download PQS materials.

4105 SAFETY TRAINING

A. Successful implementation and execution of the safety program requires effective all hands training and participation. The safety officer and division safety petty officers (DSPOs) shall execute the on board training program for safety per OPNAVINST 5100.19 series, "NAVOSH Program Manual for Forces Afloat."

B. Prior to assuming their duties, safety officers and assistant safety officers (NOBC 0862, SSC 1861) shall attend the Afloat Safety Officer Course (A-4J-0020).

1. Safety officers should also receive refresher training provided via courses offered by NAVOSHENVTRACEN, or conferences or workshops related to the elements required by the command safety program.

2. Assistant safety officers should receive annual continuing education by attendance at the NAVENVIRHLTHCEN Occupational Health and Preventive Medicine Workshop or the American Industrial Hygiene Association (AIHA) Conference.

C. The Assistant Safety Officer is the command Respiratory Protection Program Manager and will attend the NAVOSHENVTRACEN Respiratory Protection Program Manager's Course (A-493-0072) prior to or within six months of reporting aboard.

D. A supply officer within the Supply Department will be designated by the Commanding Officer as the command Hazardous Material Coordinator and will attend the NAVOSHENVTRACEN Afloat Hazardous Material Coordinator Course (A-8B-0008) prior to assignment.

E. At least fifty percent of all Divisional Safety Petty Officers (DSPOs) shall be graduates of the NAVOSHENVTRACEN Safety Programs Afloat Course (A-493-2099). All DSPOs (primary and alternate) shall be designated in writing by their Division Officer and complete Divisional Safety Petty Officer Watch Station 301 of Afloat Safety Programs PQS (NAVEDTRA 43460-4A) within six months of being assigned their duties and have one year left before their PRD.

F. The LCPO assigned to the Safety Department shall have the NEC 9571. The SK and BM assigned to the Safety Department shall have the SNEC 9595, conferred upon successful completion of NAVOSHENVTRACEN Hazardous Material Control & Management (HMC&M) Technician Course (A-322-2600).

G. All hands NAVOSH training will be conducted upon reporting aboard (e.g., "I" Division, School of the Ship) and annually thereafter in accordance with OPNAVINST 5100.19 series. This training will concentrate on the practical aspects of the NAVOSH Program as implemented aboard ship and include:

1. Introduction to the NAVOSH Program and identification of key personnel, the chain of command, and mishap reporting.

2. Hazard identification and known hazards (e.g., heat, noise, asbestos, confined space entry, sight conservation, hazardous materials and electrical shock).

3. Safety precautions and standards.

4. Electrical safety/tag-out procedures.

5. Mishap prevention.

6. Radiation.

7. Back injury prevention.

8. Traffic safety.

9. The ship's program for separation and disposal of plastics, trash and hazardous material, including medical waste/prohibitions regarding disposal of oil, the ship's centralized HAZMAT locker, oily waste and sewage inport and at sea.

H. At least two five-minute safety briefs shall be accomplished at quarters or muster each month. Division officers shall be responsible for ensuring assigned personnel receive mandatory training on safety programs.

I. Whenever necessary to raise the level of awareness of personnel safety, (e.g., increased numbers of personnel injuries, mishaps and near mishaps) the command will initiate a safety stand-down. Commands should consider safety stand-downs following a safety evaluation (e.g., Naval Safety Center Survey). As a minimum, commands will conduct one safety stand-down per year.

J. Training records for various elements of the NAVOSH program will be documented and maintained per OPNAVINST 3120.32 and OPNAVINST 5100.19 series. Divisional safety training shall be attended by the division officer and/or LPO.

K. For more detail on training requirements and information on training films and videotapes, see OPNAVINST 5100.19 Series (Appendix A7-F) and the NAVOSH Training Guide for Forces Afloat (NAVEDTRA 10074A).

L. On those aircraft carriers containing asbestos thermal systems insulation (as defined by OPNAVINST 5100.19 series), the Assistant Safety Officer will attend and successfully complete the NEPMU asbestos fiber counting and bulk analysis courses and the NAVOSHENVTRACEN Asbestos Supervisor/Worker Course (A-493-0069) and attend Asbestos Supervisor/Worker Annual Refresher Training (A-493-0070) while remaining in the job. All members of the carrier asbestos removal team shall be graduates of the NAVOSHENVTRACEN Asbestos Supervisor/Worker Annual Refresher Training (A-493-0070) while remaining in the job.

4106 ENVIRONMENTAL TRAINING

The Assistant Safety Officer, designated by CNAL as the Afloat Environmental Protection Coordinator, shall attend NAVOSHENVTRACEN Afloat Environmental Protection Coordinator Course (A-4J-0021).

CHAPTER 4 - SHIPBOARD TRAINING

SECTION 2 - DIVISIONAL TRAINING

4200 DIVISIONAL TRAINING

A. Divisional training is the foundation on which the entire ship's training program rests. Properly executed, it leads directly to material and operational readiness, safety, and advancement. Improperly done, it wastes valuable man-hours and hurts crew morale. It is imperative that commanding officers empower division officers and leading chief petty officers with an understanding of their importance to the success of this program.

B. Sub-sets of the divisional training program encompass the work center and team training programs.

1. Work centers are administrative organizations established to accomplish maintenance while teams are operational organizations designed to accomplish functional operational tasks.

2. Training teams should maintain separate records for planned and accomplished training.

C. Effective divisional training is preplanned, conducted on a regular schedule in a location suitable for training, attended by the entire division (work center or team as applicable) from the division officer or team leader down to the most junior airman, fireman, seaman, or marine, monitored by someone other than the instructor who is knowledgeable in the subject matter, (senior officer or chief petty officer/supervisor for work teams) and evaluated so that a critique may be provided to the instructor following the presentation.

D. The format for divisional training should be tailored to the subject matter. As appropriate, it might be:

1. A formal lecture;

2. A demonstration followed by practical application; or

3. A competition in which teams demonstrate their proficiency at previously acquired skills.

E. While divisional training is normally thought of as a group exercise, it can also be tailored to the individual.

1. Required readings in rate training manuals and completion of the corresponding lessons may be required.

2. Implementation of a divisional orientation workbook can rapidly integrate a new sailor into the organization.

3. A requirement to demonstrate proficiency at certain tasks, such as emergency egress, physically donning an EEBD or OBA, or skills learned in "A" school, apprenticeship training, or at a previous command ensures sailors are ready for further training or identifies the need for remedial training.

F. Care should be taken in selecting personnel who will be conducting divisional training to ensure that both junior and senior crew members have the opportunity to be instructors. Also, care should be taken to ensure junior crew members are truly qualified to conduct the training assigned to them.

1. Assignments should be made sufficiently in advance of the training session to allow the instructor time to research, prepare and rehearse the presentation.

2. The entire presentation should be made to either the leading petty officer, divisional chief petty officer, or to the division officer prior to it being given to the rest of the division. This step provides an opportunity to critique the instructor and improve the presentation, allows for identification and correction of factual errors and ensures the division's time is not wasted by an instructor who has not sufficiently prepared.

3. During the presentation a crew member knowledgeable in the subject matter should be assigned to monitor the training and to provide the instructor with a formal critique on its completion. In this way, the presentation becomes more than a lesson for the division; it also becomes leadership training for the instructor, improving both his knowledge of the subject matter and his ability to pass that knowledge along.

CHAPTER 4 - SHIPBOARD TRAINING

SECTION 3 - ONGOING/WATCH STATION TRAINING

4300 ONGOING TRAINING

A. All shipboard training must be directed toward ensuring the crew is capable of safely taking the ship to sea and meeting ensuing commitments.

1. The ship's long range training plan must delineate an ongoing program of watchstation training throughout the entire notional deployment cycle.

2. The training program is not limited to officers of the deck and bridge watchstanders; it must also include navigational watches; visual signaling watches; lookouts; combat direction center surface, air and anti-submarine warfare module watchstanders; TAOs; air traffic and air intercept controllers; flight deck watches; engineering plant steaming and auxiliaries watches; and damage control personnel.

B. It is recognized that during overhaul periods the maintenance of sufficient qualified watchstanders is a tremendous management problem which requires extensive advance planning.

1. Proper execution of CART phase I by all departments will significantly aid in ensuring that proper formal training is scheduled and that appropriate people are trained. It is recommended that a watch team replacement plan be formulated for execution during the upcoming IDTC.

2. Formal schools, mobile training devices and vans, team trainers, and regularly scheduled drills, within the ship's lifelines and with other units inport, can all be used to maintain the level of crew training during overhaul.

C. During multi-year overhauls the requirement still exists to maintain a continuum of operational readiness. Though the sailors embarked today may not be getting underway with the ship at the end of overhaul, they will very likely be getting underway with someone else. Additionally, well-trained sailors can be invaluable in preparing their relief’s to be ready for future operations.

1. When critical equipment is unavailable, cross-decking of personnel to other Naval Air Force units is not only encouraged, it is expected.

2. Cross-deck opportunities may also be available with Naval Surface Force units.

3. It is very likely that excellent officers and sailors, anxious to achieve their professional qualifications, will willingly volunteer to fill manning shortfalls on working up or deploying ships in order to get the necessary underway experience to complete their own qualifications in a timely manner. This is especially critical with 116X officers who are on a strict

timetable to achieve Surface Warfare Officer qualification prior to their first look for department head school selection.

4301 WATCH STATION TRAINING

A. Underway, it is essential that watchstanders function as a team. Throughout the ship, watch teams must be regularly drilled on standard operating and emergency procedures to ensure that preplanned responses are properly executed. Response to an inbound missile, a man overboard, a major lube oil leak, or a crash on the flight deck, to name only a few shipboard evolutions, all require coordinated responses by a variety of watchstations and teams. The inability of one station to perform their required assignment may have devastating consequences. Drills must be realistic and therefore must be planned, executed with the minimum of simulations and deviations, observed by qualified personnel and critiqued both on individual efforts and contribution to the team effort.

B. The tactical situation underway can often lead to long watches with minimal or no communications, course or speed changes, contacts, or changes in equipment configurations. During these times, a concerted effort must be made to enliven watches to ensure all watchstanders remain alert and ready to respond. Officers responsible for operation of watchstations should ensure that time spent on watch is used to sharpen the skills of watchstanders.

1. During periods of restricted EMCON, establishment of an in-house circuit between CDC and the bridge allows conduct of drills and should be standard operating procedure.

2. Semaphore, flag hoist and flashing light drills should be conducted as the tactical situation allows. Signal bridge personnel can also join in communications drills and PUBEXs between CDC and the navigational bridge.

3. Flash cards can be used to drill lookouts on contact recognition.

4. Engineers can practice evolutions and emergency procedures (shifting air ejectors, changing distilling plant lineups, etc.) under supervision of experienced personnel as authorized by the engineer officer.

5. All watchstations can practice locating and donning EEBD's, OBA's and practicing emergency egress. The preceding list provides only a sampling of the drills which can be executed on watch. The ship is limited only by the creativity of her leaders and watchstanders in what can be accomplished. Firm leadership at the department head level, however, is required to ensure meaningful, properly supervised ongoing training is incorporated into each watch.

C. Carriers should regularly participate in tactical maneuvering drills with their escorts.

D. At a minimum, one ship handling training availability shall be utilized during the industrial period prior to crew certification. A subsequent ship handling training availability should be scheduled to coincide

with the TSTA I/II inport phase in order to facilitate ATG participation and observation.

E. Ship handling drills should also be executed during ISE periods. Maneuvering man overboard drills or using a smoke float to practice an approach into a mooring buoy are two examples of excellent training which can be accomplished when the tactical situation permits.

F. At anchorage or inport the ship's boats should be regularly used to practice small boat handling and to qualify boat officers

CHAPTER FOUR - SHIPBOARD TRAINING

SECTION 4 - IN-RATE TRAINING

4400 PERSONNEL QUALIFICATION STANDARDS.

A. The Personnel Qualification Standard (PQS) system of training has been adopted by the Chief of Naval Operations as a means to ensure that all personnel are trained and qualified to meet promulgated Navy standards. It is applicable to both officer and enlisted personnel.

1. The general background and policy concerning the development and implementation of PQS is contained in OPNAVINST 3500.34, CINCLANTFLTINST 3500.19 and CINCPACFLTINST 3500.16.

2. Guidelines for implementation and administration of PQS are outlined in the Unit Coordinator's Guide (NAVEDTRA 43100-1C).

3. The "PQS Catalog" (NAVEDTRA 43100-5) provides the latest list of available PQS standard materials. PQS Materials can be obtained by each ship through any of the following means:

a. Writing to NETPDTC N34, 6490 Saufley Field Road, Pensacola FL, 32509-5237.

b. Calling NETPDTC at DSN 922-1035 or Commercial (850) 452-1035.

c. By e-mail at N34.pqs@smtp.cnet.navy.mil or via web site http://www.cnet.navy.mil/netpdtc/pqs/default.htm, where you can order PQS on CD ROM or download PQS materials.

d. By using the NETPDTC Bulletin Boards at DSN 922-1394/1820 or Commercial (850) 452-1394/1820.

B. An individual's PQS is a written compilation of the minimum requirements to certify qualification of the individual to perform the duties of a given job or watchstation. It serves, in conjunction with formal school training, general military training, the study of rate training and other NAVEDTRA manuals and on-the-job-experience, as a vehicle for continuous training of a carrier's crew.

1. Officers will derive significant benefit by progressing systematically through those aspects pertinent to their shipboard duties.

2. Enlisted personnel will be significantly assisted in completing advancement in rating criteria through the knowledge and skills derived from the completion of various PQS elements.

C. It is imperative that no member of the Naval service, officer or enlisted, be placed in a position for which he or she is not qualified.

D. The PQS System provides a means by which training progress can be monitored and qualifications can be documented. It is recommended that:

1. Watch Team Replacement Plans, formulated during CART I, be used as a tool to assign watch stander PQS.

2. Watch bills in use should be reviewed against PQS completion documentation in ADP or service records to ensure that all watchstanders are qualified or under the instruction of a qualified individual.

3. Watch bills must indicate the level of qualification for each watchstander (i.e. qualified (Q), interim qualified (I), under instruction (UI), or not qualified (NQ)).

4. Regular reviews may be undertaken to ensure qualifications are correctly entered in service records and ADP programs in a timely manner.

E. The final determination of the depth of knowledge and level of proficiency required of individuals to answer and/or perform each specific PQS line item, and to ultimately achieve final PQS qualification, will be made by the individual command. The PQS for most watchstations contains a final line item for either a written or oral examination of the individual's knowledge of the watchstation. This is probably the most critical signature for the officer or sailor to achieve, because it requires the candidate to put together all that has been learned into a useful whole.

1. If oral examinations are used, only the most experienced and knowledgeable watchstanders in the area of qualification should be allowed to give the examination and sign off this line item. A successful oral board signifies that the sailor has proven his knowledge and understanding of the responsibilities of that particular watchstation and is ready for final qualification.

2. For certain critical tasks or watchstations a written exam may allow a more complete assessment of the candidate's readiness for final qualification than would an oral examination.

F. The Unit Coordinator’s Guide addresses the procedures to follow when tailoring a PQS watchstation qualification of an experienced/previously qualified sailor when reporting aboard.

G. At times, it will not be possible to man all required watchstations with fully qualified personnel. If this occurs, commanding officers are authorized to grant interim qualifications to individuals who are making satisfactory progress accomplishing PQS line items. Interim qualifications should be for a specific limited period of time, not to exceed ninety days from the time the ship returns to sea, during which the individual is expected to achieve final qualification.

H. All watchstations normally stood on board ship are covered by a formal PQS developed by the Chief of Naval Education and Training. In some circumstances, usually the installation of new equipment, a formal PQS may not yet have been developed. Should this be the case, it is the ship's responsibility to develop Job Qualification Requirements (JQR) to cover the duties of that watchstation, using the standard PQS line item format as a guide. In addition, if the formal developed PQS for a given watchstation does not cover all aspects and duties of the watch as stood on board, it is the duty

of the ship to add/delete/modify PQS line items for those watch requirements as required and approved by Department Head or Commanding Officer.

I. PQS in specific areas is periodically reviewed by the PQS Development Group. Support for these reviews and necessary rewrites to PQS is coordinated through the type commander. Commanding officers should submit inputs for changes to PQS to COMNAVAIRLANT code N81 or COMNAVAIRPAC (N7).

4401 ADVANCEMENT TRAINING

A. The commanding officer is specifically assigned responsibility by U.S. Navy Regulations, 1990, for basic training of individuals assigned to his command. In fulfilling this assignment the commanding officer must personally concern himself with the preparation for advancement of enlisted personnel and promotion of assigned officers.

B. In complying with U.S. Navy Regulations, 1990, an education program for officers should incorporate the following provisions as a minimum:

1. Comply with the personnel qualification standards program as outlined in Article 4400 of this instruction.

2. Establish a mandatory Surface Warfare Officer qualification program for all 116X officers assigned per OPNAVINST 1412.2. Additional guidance on the Surface Warfare Officer qualification program is provided to AIRLANT units in COMNAVAIRLANTINST 3500.52. All division officers, regardless of designator, are to complete the division officer portion of the Surface Warfare Officer PQS program, including division administration, damage control, and 3M.

3. Send the maximum number of officers permitted by quotas, and operational commitments to schools which will enhance performance in their current or anticipated billets. Creative use should be made of no-cost orders and shipboard billeting to minimize TAD costs, while maximizing training opportunities.

4. Consider designating a Surface Warfare Officers' Advisor from among the senior Surface Warfare Officers on board to assist in qualifying 116X officers as Surface Warfare Officers and to provide advice and counseling on future career development. On nuclear powered carriers, in recognition of the differences in career patterns, separate advisors should be designated for nuclear and non-nuclear officers.

5. Provide the opportunity for senior ship's company and air wing officers to attain proficiency in ship handling and other shipboard evolutions to the maximum extent permitted by regularly assigned and flight duties.

C. In fulfilling his responsibilities for enlisted training, the commanding officer should:

1. Comply with the personnel qualification standards program as outlined in Article 4400 of this instruction.

2. Establish a formal training program supporting completion of the Enlisted Surface Warfare Specialist (ESWS) and the Enlisted Aviation Warfare Specialist (EAWS) qualification programs.

3. Send the maximum number of enlisted members permitted by quotas and operational commitments to schools which will enhance performance in their current or anticipated billets. Creative use should be made of no-cost orders and shipboard billeting to minimize TAD costs, while maximizing training opportunities.

CHAPTER FOUR - SHIPBOARD TRAINING

SECTION 5 - CORRESPONDENCE COURSES

4500 NON-RESIDENT TRAINING COURSES

A. Navy correspondence courses, more correctly called Non-Resident Training Courses (NRTC), are an excellent method for officers and enlisted personnel to expand their professional knowledge, improve their opportunities for promotion or advancement, and increase their worth to the Navy. They are self-study courses, which may include assigned exercises, lessons, or examinations designed to assist students in acquiring knowledge or skills described in an associated text. The NRTC may be either locally administered or administered by the Naval Education and Training Professional Development and Technology Center (NETPDTC). The text for an NRTC may consist of:

1. A training manual (TRAMAN) written specifically for the NRTC, or

2. An existing Navy manual, directive, or commercially procured text which is the basis for the NRTC.

B. Historically, several types of Navy non-resident training products were developed at various commands and were distributed for different purposes and for different training communities. This created many different terms used to describe these training products and caused confusion to the ordering activities. The Chief of Naval Education and Training has consolidated and simplified this program. The catalog of “Non-Resident Training Courses", NAVEDTRA 12061, is distributed to all ships and stations to be used for ordering training manuals and associated nonresident training courses. This publication is updated semi-annually with changes to ensure ordering activities have the latest information on availability of Navy nonresident training products. Command Educational Services Officers, Training Officers, career counselors, and training petty officers who order training materials should have a copy of this manual and be provided with changes. They must also be familiar with the ordering procedures as delineated in the manual and other referenced publications.

CHAPTER FOUR - SHIPBOARD TRAINING

SECTION 6 - SHIP'S TRAINING TEAMS

4600 GENERAL TRAINING TEAM PROCEDURES

A. To optimize shipboard team training, the following general training team procedures shall be used while conducting drills, exercises, and observed evolutions.

1. A pre-exercise training team meeting shall be held to discuss training team coordination and assignments, mode (training or evaluation), initiation procedures, drill timeline, drill grading, value of watchstander and training team debriefs, and safety walk-through and associated reporting to team leader. Operational risk management (ORM) discussions may also be included.

2. Each training team member shall take notes as necessary to allow reconstruction of the exercise/drill afterwards with other team members. Grading forms shall be retained as part of the ship's training records for the competitive cycle.

3. Training team members observing a safety violation which poses a hazard to personnel or equipment shall immediately take steps to stop the drill/exercise and correct the unsafe condition.

4. A critique for participating watch/team personnel shall be conducted as soon as practicable following completion of each drill/exercise. The critique shall cover the training team's training observations, grade assigned and lessons learned.

B. All training team members will be listed on the ship's/departments' collateral duty notice.

C. ATG Shipboard Training Team (SBTT) course. This course of instruction is designed to teach shipboard training team members procedures for constructing and executing training scenarios. Optimally, the SBTT should be completed 6-8 weeks prior to CART II. Due to the value of this course, ships are encouraged to send all training team members to the SBTT.

4601 INTEGRATED TRAINING TEAM (ITT)

A. All aircraft carriers shall establish a standing Integrated Training Team (ITT). This team will be responsible, under the direction of the executive officer, for ensuring the maximum integration of shipboard training evolutions from CART II through the deployment. The ITT will be trained by ATG during SBTT, CART II and TSTA I/II, assessed as fully functional during TSTA III and evaluated during FEP.

B. The ITT will be comprised of the executive officer (team leader), Strike OPS Officer, training officer (administrator), team leaders of all other ship's training teams, Assistant Supply Officer, Ordnance Handling Officer and the Safety Officer.

C. The team leaders of all shipboard training teams are required to coordinate and schedule all individual training team evolutions through the ITT.

D. The ITT will meet prior to each ship-wide training evolution, such as General Quarters, to ensure maximum compatibility and integration among exercises and drills to be conducted by each training team.

E. ITT shipwide evolution packages should be developed and include: scenario, objectives and timeline to be forwarded to the Commanding Officer via the Executive Officer, for signature.

F. Following completion of the evolution, and training team debriefs, the ITT should reassemble to compare results, resolve conflicts, compile list of lessons learned, and prepare a summary debrief. Debriefs should be forwarded to the Commanding Officer via appropriate Department Heads and the Executive Officer. The debrief should include, at a minimum:

1. Objectives met or not met, and if not , why
2. Material deficiencies and corrective action taken
3. Lessons learned
4. Coordination issues

4602 ENGINEERING TRAINING TEAM (ETT)(CV ONLY)

A. Conventional aircraft carriers will establish a standing Engineering Training Team (ETT). This team will be responsible, under the direction of the engineer officer, for operational and casualty control training of main propulsion engineering watches. It is recommended that the ETT be a dedicated group, training all watch standing sections.

B. The ETT will be comprised of personnel knowledgeable and PQS qualified in the operation of the ship's propulsion plant. Additionally, it is recommended that a damage controlman and a hospital corpsman be permanently assigned and trained as "associate members" of the ETT. They will then be available to participate in drills where their specific expertise is required.

C. Whenever possible, members of the ETT should make use of standard FXP grade sheets when carrying out their duties. To the maximum extent practicable, drills shall be evaluated using the same criteria used by the Underway Demonstration Team during E-QUAL.

D. Prior to conducting General Quarters and other major training evolutions, the ETT will coordinate actions with other training teams through the Integrated Training Team (ITT) to ensure realistic training is accomplished.

4603 DAMAGE CONTROL TRAINING TEAM (DCTT)

A. All aircraft carriers will establish a standing Damage Control Training Team (DCTT). This team will be responsible, under the direction of the executive officer, for the training of all repair lockers, including electronic, flight deck and hangar deck repair, the at sea emergency team, and inport emergency parties.

B. The DCTT team leader should be the fire marshall, "R" division officer or DCCM, not the ships DCA. The DCTT will be comprised of approximately sixty (60) personnel knowledgeable in damage control, including first aid and all aspects of fire fighting and who have completed damage control qualifications through Damage Control Training Team Member. Additionally, they shall be PQS qualified for the specific watchstation(s) they are evaluating. Team members whose responsibilities cover a specific area (i.e., first aid), need only be PQS qualified in the watchstation they are evaluating. Officers (other than the executive officer), will be either SWO qualified or have completed repair locker leader PQS. The team will be led by a senior member designated by the executive officer, who will have as his assistant the ship's senior damage controlman. The team will be comprised of members from all departments, including corpsmen, CSOOW, hangar bay and flight deck representatives, and a senior member of the Master-at-Arms Force. The ship's Damage Control Assistant and Fire Marshall shall be responsible for training the DCTT and for providing them with technical assistance.

C. The DCTT will be used by the commanding officer to train for and conduct battle problems, observe and grade repair party and inport emergency party actions, verify the setting of the appropriate material condition of readiness, and to conduct continuous on board training and inspections. Prior to conducting general quarters the DCTT will coordinate actions, as appropriate, with the Engineering Training Team (ETT) and the Combat Systems Training Team (CSTT) via the ITT to ensure realistic, integrated training is accomplished.

4604 COMBAT SYSTEMS TRAINING TEAM (CSTT)

A. All aircraft carriers will establish a standing Combat Systems Training Team (CSTT) per COMNAVAIRLANTINST 3500.68/COMNAVAIRPACINST 3500.69. This team will be responsible, under the direction of the Combat Direction Center Officer, for training of personnel involved in every aspect of the ship's combat system, including the combat direction center (CDC), communications systems, weapons systems, intelligence/cryptologic/meteorologic support, maintenance support and casualty control.

B. Prior to conducting training evolutions such as General Quarters, the CSTT will coordinate actions, as appropriate, with other ship's training teams via the Integrated Training Team to ensure comprehensive, realistic training is accomplished.

4605 AIR DEPARTMENT TRAINING TEAM (ADTT)

A. All aircraft carriers will establish a standing Air Department Training Team (ADTT). This team will be responsible, under the direction of the Air Officer, for the training of flight deck, hanger deck, aviation fuels and emergency response personnel from other departments in support of flight operations.

B. The ADTT will be comprised of the most knowledgeable and experienced personnel on the ship and ensure aviation operational and emergency training is conducted on a regular basis. The team shall consist of but not limited to: Air Officer, Aircraft Handling Officer (Team Leader), Safety Officer, Air Boatswain, ALRE Maintenance Officer, Aviation Fuels Officer, and Assistant Damage Control Officer.

C. The Air Department Training Team (ADTT) is responsible, under the team leader, for identification, formulation, integration, and conduct of all aviation exercises IAW FXP-4, FXP-5, and NAVAIR 00-80R-14. COMNAVAIRPAC 3500.86/COMNAVAIRLANT 3500.72 provides further information and clarification on ADTT duties and responsibilities.

4606 SEAMANSHIP/NAVIGATION TRAINING TEAM (SNTT)

A. All aircraft carriers will establish a standing Seamanship/Navigation Training Team (SNTT). This team will be responsible, under the direction of the Navigator and First Lieutenant, for training all ship's company personnel responsible for safe navigation of the ship, all facets of visual communications and all deck seamanship evolutions. The combination of the seamanship and navigation training teams is primarily for the conduct of combined training events: i.e., UNREP, anchorage, and man-overboard exercises. The navigation department personnel assigned to this team will conduct all MOB-N exercises and the deck department personnel will conduct all MOB-S related exercises.

B. The SNTT will be comprised of a minimum of four navigation personnel, three of which shall be knowledgeable in piloting and radar navigation procedures and one person will be knowledgeable in visual communications procedures. The senior member will be the Navigator, who will ensure all navigation evolutions (and visual communications procedures) are properly observed and critiqued. He shall be assisted by one bridge navigation plot observer, a senior quartermaster, a surface warfare qualified officer or OOD (underway), one radar navigation team observer, a senior operations specialist, one visual communications observer and a senior signalman. The SNTT will also have at least six deck department personnel knowledgeable in all areas of deck seamanship, including underway replenishment and small boat operation, who have completed the personal qualification standards (PQS) for the watchstation they are evaluating. The team will be comprised of the Ship’s Boatswain, assisted by the Auxiliaries Officer, two boatswain’s mate Chief Petty Officers, and two senior machinist’s/electrician’s mates.

C. The SNTT will observe, grade and critique all navigation (MOB-N), Deck (MOB-S), and visual communications exercises, reporting results to the commanding officer.

D. Underway and inport, the SNTT should be utilized by the commanding officer to train for, observe and evaluate all deck seamanship evolutions. Whenever possible, members of the SNTT should make use of standard FXP grade sheets when carrying out their duties.

4607 MEDICAL TRAINING TEAM (MTT)

A. All aircraft carriers will establish a standing Medical Training Team (MTT). This team will be responsible to the Senior Medical Officer for the proper training of medical personnel and ship’s company in all aspects of first aid, medical response team performance, war wound and mass casualty treatment.

B. The MTT will be comprised of personnel with the requisite knowledge, background and training to ably facilitate medical training. The team leader will be a Medical Department Officer, leading a team made up of at least one

(1) general medical officer, the leading chief corpsman and two (2) Independent Duty hospital corpsman. MTT members will be PQS/JQR qualified and designated in writing by the commanding officer or his designated approving authority. Either the MTT Leader or the medical department leading chief petty officer will also be a member of Damage Control Training Team (DCTT).

C. The MTT will observe, grade and critique all medical (FSO) exercises and report the results to the commanding officer. Whenever possible, members of the MTT should make use of standard FXP-4 grade sheets when carrying out their duties. Prior to any medical drill/evolution the MTT leader will conduct a brief, utilizing a timeline drill package that outlines the objective of the drill, timeline, personnel assignments, lessons learned (from previous drills) and safety concerns (utilizing ORM). Following the drill a debrief with MTT and personnel conducting the drill. The drill package and debrief will be routed via chain of command for CO’s approval. These specifics will be covered by the ATGLANT Ship Board Training Team (SBTT) course of instruction, which should be conducted one to two months prior to CART II.

D. Administrative records should be maintained for all CO approved drills for one training cycle. Training requirements are outlined in Appendix I of this document.

CHAPTER 5 - INSPECTIONS/CERTIFICATIONS/ASSESSMENTS/TRAINING ASSISTS

SECTION 1 - POLICY REGARDING VISITS

5100 GENERAL

A. To support continuous evaluation of a ship's readiness to perform her combat mission and to ensure that all aspects of unit management and operations which influence combat readiness are considered under normal day-to-day conditions, inspection/certification/assessment/assist visits (ICAVs) are provided by type commanders. A ICAV listing can be found in Appendix Three. ICAVs are defined as follows:

1. INSPECTION: A periodic on-site evaluation, audit or examination of operational proficiency, material conditions, or other valid program requirements by external organizations. Results are reported to higher authority (TYCOM or above).

2. CERTIFICATION: Any evaluation or examination of equipment and/or systems for the specific purpose of providing the license, permit, or authorization necessary for operation of equipment or systems. Includes qualifications which are evaluations or examinations of the personnel/organizations to properly employ/operate equipment and/or systems. Results are reported to higher authority.

3. ASSESSMENT: A periodic evaluation of the key systems, processes, and results of an organization following an established framework and methodology. Distribution of results limited to the unit commander or ISIC.

4. ASSISTS: Assist visits are optional and at the Commanding Officer’s discretion. Results remain within the lifelines of the assessed command. Assist teams, which function as outlined in succeeding sections, exist to serve the command and they have varying visit schedules based on necessity as viewed by the ship and ISIC.

B. Assist team members are normally oriented toward a particular technical or operational area and enunciate Navy, fleet and force policies. They are officers and senior enlisted personnel with inherent personnel management skills and experience.

1. The evaluation and/or assistance specifically includes meeting with the senior petty officers, chief petty officers and junior officers of the department visited in an attempt to further awareness, involvement and initiative on the part of the command's middle management personnel. These meetings shall include an exchange of unit personnel ideas with team members on subjects which include personnel manning, state of training and ideas for additional training.

2. During visits, team leaders will ensure the commanding officer or his representative are briefed. Normally, these briefings may be conducted upon arrival, periodically during the visit, and upon departure. As a minimum,

the visiting team will provide the commanding officer a summary of accomplishments and visit results.

C. Deficiencies noted during unit evaluations which are not amenable to local solution will normally be addressed by the commanding officer through his operational or administrative chain of command.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 2 - DAMAGE CONTROL READINESS CERTIFICATION AND ASSIST VISITS

5200 DAMAGE CONTROL READINESS VISITS (COMNAVAIRPAC ONLY)

A. In order to keep informed of the damage control readiness of aircraft carriers, and to offer expert assistance and guidance to help commanding officers maintain a high level of readiness, type commanders will periodically, or as requested, send a Damage Control Assist Team to each ship.

B. This team, composed of TYCOM staff members and other highly qualified personnel selected by type commanders, can provide the commanding officer with an objective view of his ship's damage control readiness and offer expert recommendations for improvement, if necessary.

C. Damage Control readiness and training are crucial during all phases of an aircraft carrier's cycle. Accordingly, assist visits will be conducted so that deficiencies can be pointed out and corrective action taken to enable the ship to be better prepared for subsequent training, evaluation and certification periods. It must be stressed that visits by this team are purely to assist commanding officers in maintaining the highest damage control readiness on their ships.

D. Definition of terms:

1. Certification. Ship has fulfilled the requirements/standards and may conduct operations/evolutions in that field.

2. Assist. To give support or aid in a particular field to meet requirements/standards.

E. Damage Control Readiness Certification Visits:

1. Crew Certification per Chapter 3.

2. Sea trial verification of AFFF systems per COMNAVAIRLANTINST/ COMNAVAIRPACINST 9555.2, conducted in conjunction with initial aircraft carrier flight certification per COMNAVAIRPAC/LANTINST 3500.71 following overhaul or restricted availability.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 3 - CARRIER AIRCRAFT HANDLING TEAM

5300 CARRIER AIRCRAFT HANDLING ASSIST VISITS

A. The period of time available to train aircraft handling groups aboard aircraft carriers during short turnarounds or after completion of shipyard overhaul or availability periods, together with the large personnel turnover normally encountered, is often insufficient for the ship's company supervisors to produce a well trained, standardized and safe aircraft handling crew. Accordingly, to assist aircraft carriers in achieving desired levels of standardization, safety and efficiency in operation on a continuing basis, COMNAVAIRLANT and COMNAVAIRPAC Carrier Aircraft Handling Teams composed of the following personnel have been established:

1. One (1) Officer in Charge - qualified in all aspects of aircraft handling.

2. One (1) ABH rating - qualified in flight and hangar deck operations .

3. One (1) ABE rating - qualified in catapults and arresting gear operations .

4. One (1) ABF rating - qualified in aircraft fueling systems.

B. Carrier Aircraft Handling Teams are organized and tasked to perform the following functions:

1. Act as technical advisors to type commanders relative to improvement of aircraft handling procedures and equipment aboard aircraft carriers.

2. Evaluate effectiveness of Air Department administration and material condition of assigned equipment per COMNAVAIRLANTINST 3500.42, COMNAVAIRPACINST 3500.56, OPNAVINST 3500.34 and OPNAVINST 4790.4.

3. When assigned, augment assigned training CARGRU to assess readiness during Intermediate Training Assessments.

4. Conduct Aviation Fuels System Evaluation Program (shipboard) per COMNAVAIRLANTINST/COMNAVAIRPACINST 3500.71.

5. Conduct initial aircraft carrier flight deck certification evaluation per COMNAVAIRLANTINST/COMNAVAIRPACINST 3500.71 following overhaul or restricted availability.

C. As Additional Duty (ADDU) members of respective Afloat Training Groups, Carrier Aircraft Handling Teams shall also:

1. Conduct Basic Phase training for flight deck crews.

2. Provide training assistance to carrier aircraft handling groups during a ship's normal training cycle. Training milestones are formulated per COMNAVAIRLANTINST 3500.48.

3. Periodically visit carriers for the purpose of observing scheduled air operations and advising cognizant personnel of any unsafe aircraft handling procedures noted.

4. Be available on an "on call" basis when desired and requested by commanding officers, to observe scheduled air operations and advise of any unsafe aircraft handling procedures.

5. Establish and monitor standard operating procedures (SOPs) aboard carriers in the areas of flight and hangar decks, catapults, arresting gear, visual landing aids and aircraft fueling. Amplifying information is contained in CV and U.S. Navy Aircraft Fire Fighting NATOPS, COMNAVAIRLANTINST 13800.3/COMNAVAIRPACINST 13800.9, Aviation Fuels Operational Sequencing System (AFOSS), COMNAVAIRLANTINST/COMNAVAIRPACINST 3100.4 (SOP) and FXP's.

D. When deployed aboard ship, the team officer in charge will make continuing verbal and/or written reports of discrepancies to cognizant supervisory personnel. Conditions noted during the team's visit will be discussed with the commanding officer and air officer prior to the team's departure from the ship.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 4 - PROPULSION PLANT/ENGINEERING ASSIST TEAMS

5400 ENGINEERING ASSIST VISITS

A. In order to keep the type commanders apprised of the engineering readiness of aircraft carriers, to offer expert assistance and guidance to commanding officers in becoming better prepared for the Engineering Qualification (E-QUAL) process, a team from the Afloat Training Group (ATG) or the COMNAVAIRLANT/COMNAVAIRPAC Engineering Program Assist Team will visit each ship periodically during the IDTC.

B. These teams can provide the commanding officer with an objective evaluation of his ship's engineering readiness and offer expert recommendations for improvement, if necessary.

C. Training for nuclear power propulsion plants is coordinated by the surface nuclear power mobile training teams (NPMTT).

D. The ATG provides the following visits for conventional CVs:

1. LOA;

2. CART II;

3. TSTA I/II;

4. E-QUAL;

E. The COMNAVAIRLANT/COMNAVAIRPAC Engineering Program Assist Team is tasked to perform the following functions:

1. Provide program and operating systems assistance audits to engineering departments in addition to standard training provided by ATG;

2. Periodically visit carriers underway for the purpose of observing propulsion plant operations and material conditions and advising cognizant personnel of any problems;

3. Establish and monitor standard engineering operating procedures aboard carriers;

4. Act as TYCOM observers during LOAs and E-QUALs;

5. Assist group commanders, when requested, in conventional aircraft carrier engineering operations and administrative matters.

F. When deployed aboard ship, the team officer in charge will make verbal and/or written reports of discrepancies to the commanding officer via the engineering officer. Conditions noted during the team's visit will be discussed with the commanding officer and the engineer officer prior to the team's departure from the ship.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 5 - SAFETY SURVEYS/ASSISTS

5500 FORCE SAFETY/INDUSTRIAL HYGIENE ASSIST

Ships Safety Departments requiring NAVOSH, Industrial Hygiene and/or Hazardous Material technical assistance may request the assistance of the CNAL or CNAP Force Industrial Hygiene Officer (N454). Assistance may be requested for any of the following:

1. identifying safety hazards;

2. establishing various elements of the NAVOSH program;

3. training safety officers and safety petty officers,

4. preparing for the various PRESINSURV Oversight inspections.

Unless requested by the ship, no reports will be written and any assistance provided stays within the lifelines of the ship.

5501 SHIPBOARD SAFETY SURVEY

The Shipboard Safety Survey is conducted by the Naval Safety Center and is of two day's duration. It includes training and a survey of a representative sample of the entire ship, identifying safety hazards, training safety officers and safety petty officers, and providing the commanding officer with an evaluation of the command's safety status. Shipboard safety surveys are optional and at the discretion of the commanding officer. The survey report is made only to the ship. No grade or relative standing is assigned and follow-up reports are not required. This survey is available by request to NAVSAFECEN.

5502 HAZARDOUS MATERIAL CONTROL AND MANAGEMENT ASSIST

Ships needing assistance for implementation, day-to-day operations, or equipment problems with their Hazardous Material Minimization Centers (HAZMINCENs) may request an assist from Consolidated Hazardous Materials Re-Use Inventory Management/Hazardous Materials Inventory Control System (CHRIMP/HICS) Assist Teams. These teams may be contacted through Naval Inventory Control Point (NAVICP).

5503 INDUSTRIAL HYGIENE FOLLOW-ON SURVEY

An update of the Baseline Industrial Hygiene Survey is necessary when system, equipment, or load out changes significantly affect the onboard hazard and/or risk. Deterioration of existing controls, modifications and additions to shipboard processes and equipment will occur over time. An update of the industrial hygiene baseline survey is available at the discretion of the commanding officer. The subsequent report is provided to the ship and no response is requested or expected. CNAL/CNAP (N454) should be contacted to arrange for the cognizant BUMED activity to conduct this assist.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 6 - MAINTENANCE AND MATERIAL MANAGEMENT (3-M) SYSTEM ASSIST VISITS

5600 3-M ASSIST VISITS

A. As prescribed in COMNAVAIRLANTINST 4790.41/COMNAVAIRPACINST 4790.1, the 3-M Team (or any member of it) is available to visit any ship, on request, to provide guidance in any 3-M area of interest. Information or assistance by telephone/e-mail is also available and highly encouraged.

B. Assist visits should be requested by naval message or letter indicating specific areas desired.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 7 - AFLOAT SUPPLY MANAGEMENT ASSIST TEAM VISITS

5700 AFLOAT SUPPLY MANAGEMENT ASSIST TEAM (ASMAT)

A. When requested by the commanding officer, an afloat supply management assist team (ASMAT) will visit a ship for the purpose of evaluating specific, pre-defined areas of supply readiness. Such visits shall be coordinated via the ISIC.

B. The ASMAT, composed of staff members from TYCOM staff and personnel from subordinate commands selected by the type commander, provide the commanding officer with an objective evaluation of his ship's supply readiness and offer recommendations for improvement if necessary.

C. An informal debrief of the management assistance visit findings will be provided to the supply officer and/or the commanding officer, as appropriate, prior to departure of the team from the ship.

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SECTION 8 - COMMUNICATIONS OPERATIONAL READINESS ASSIST VISIT

5800 COMMUNICATIONS ASSIST VISITS. To assist the commanding officer in maximizing communications readiness, the type commanders, in conjunction with ISICs, may conduct assist visits for aircraft carrier communications. This will normally be completed prior to TSTA I. Requests for assistance should be made to COMNAVAIRLANT/PAC (N61).

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 9 - CARRIER ENGINEERING MAINTENANCE ASSISTANCE TEAM (CEMAT)

5900 CEMAT VISITS

A. The CEMAT provides dedicated waterfront support, enhanced availability planning, improved deployment readiness, judicious use of maintenance dollars, and enhanced communications between ship's force, TYCOM, and the Navy technical community.

B. Key players in executing the CEMAT "find, fix and train" philosophy are: ship's force, TYCOM, NAVSURFWARCEN SESS, NAVSEACENLANT/PAC, NAVSURFWARCEN Port Hueneme Division, and industrial contractors.

C. CEMAT visits are two weeks in length and accomplished prior to the pre-overseas movement period. During this period, CEMAT technical and logistics representatives work with ship's force using guidelines and procedures tailored to the individual ship and accomplish the following:

1. Conduct pre-operational checks of each equipment and system;

2. Align and adjust equipment and systems as required;

3. Conduct system operational testing and identification of operational discrepancies;

4. Prioritize discrepancies and correct to the maximum extent possible in conjunction with the visit;

5. Identify equipment for repair or overhaul during future SRA periods;

6. Instruct ship's force in proper procedures to maintain and repair auxiliary machinery and systems;

7. Initiate SHIPALT/MACHALT development;

8. Provide logistic support validation;

9. Document equipment discrepancies on OPNAV 4790/2K;

10. Accomplish emergent repairs; and

11. Provide technical assistance in support of E-QUAL, LOA, INSURV, TSTAs, CSRA, POT&I, SRA, etc.

D. CEMAT systems and equipment follow closely the HM&E conference identified problem areas and include:

AESS, HESS	Air Compressors
Air Conditioning Plants	
Ammunition Handling Equipment	Anchor Windlass
B&A Crane	B&T Cranes
Ballast Systems	Boat Davits
Boilers and Automatic Controls	Bridge Windows
Capstans	C4I/Combat Systems/Support Equipment
Catapult Support Equipment	
Centrifugal Pumps	CHT
Condition Assessment Systems	Conveyors
Damage Control Closures	Damage Control Communication Systems
Degaussing	Diesel Generators
Distillation Machinery	Dry Cleaning Equipment
Electronic Cooling Systems	Electronic Dry Air/Dehydrators
Emergency Air Breathing Systems	Exterior Communications Systems
Fiber Optics Systems	Firefighting Systems
Forced Draft Blowers	Galley and Scullery Equipment
Habitability	HP Air Systems
Incinerators	Laundry Equipment
LP Air Systems	Lube/Fuel Oil Management Systems
Magazines	Main Engines
Main Propulsion Shafting	Material Handling Equipment
O2N2 Systems	Propulsion Plant Controls
Recycling Systems	Reduction Gears
Refrigeration Plants/Units	Rotating Auxiliary Machinery
SSTG’s	Special Frequency generating Equip
Steam Turbines	Steering Gear
Switchboards	Tanks and Voids
UNREP RAS Equipment	Valves
Ventilation	Winches

E. Assistance from the CEMAT should be scheduled directly with COMNAVAIRLANT (N434) or COMNAVAIRPAC (N432).

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 10 - CV/CVN COMBAT SYSTEMS READINESS ASSESSMENT (CSRA)

51000 COMBAT SYSTEMS READINESS ASSESSMENT (CSRA)

A. The aircraft carrier Combat Systems Readiness Assessment (CSRA) will normally be scheduled as a single event encompassing a 14 day period. The evaluation is normally timed to occur 140 to 90 days prior to deployment. The CSRA coordinator will conduct liaison with the appropriate group commander and the ship in scheduling the visit. The objective of the CSRA is to assist the ship in attaining a high state of combat systems readiness and C4I prior to commencing deployment.

B. The CSRA is conducted by members of the type commander staff augmented by personnel from various systems command field activities who will perform the actual equipment and installation reviews.

1. The CSRA will review the material condition of all combat systems/C4I equipment and combat systems support systems, verifying the adequacy of the installation, configuration, documentation, test equipment and supply support. The 2-M certification, 2-M ATE, Topside EMI, Magazine Sprinkler System Review (MSRR), Small Arms Review, and portions of the Conventional Ordnance Safety Review (COSR) have been incorporated into the CSRA.

2. The CSRA will review the adequacy of basic and NEC manning, as well as the training and qualification of personnel assigned to maintain the installed equipment.

3. The CSRA will provide ship’s force on-the-job training (OJT) and assistance, ensuring correction of discrepancies identified during the CSRA.

C. Upon completion of the evaluation, a final report will be submitted by the CSRA coordinator to the group commander (ISIC) with copies to the ship, the type commander, the applicable CINC, and the training carrier group commander, addressing the overall status of equipment and maintenance capability. Discrepancies will be documented per either COMNAVAIRLANTINST 3520.1 or COMNAVAIRPACINST 9093.1, as appropriate. Responsibility for corrective action on individual discrepancies will be assigned accordingly:

1. Ship's force takes action for normal ship's force capable repairs;

2. Type commander takes action for industrial level repair or rework; and

3. Systems command takes action for problems requiring design or configuration resolution.

D. The ship shall report by naval message the status of ship's force cognizant corrective action within 30 days of completion of the CSRA. This status report shall provide the repair status of all safety and major CSRA discrepancies. Monthly follow-up reports will be required until deployment. The Force Combat Systems Maintenance Officer will coordinate all off-ship follow-up action with the staff, industrial activities and the various Systems Commands. The ship's Combat Systems Officer will coordinate shipboard corrective action. Items initially screened to the ship's force, which become uncorrectable at the shipboard level, will be referred to the Force Combat Systems Maintenance Officer for resolution.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 11 – BATTLE FORCE INTERMEDIATE MAINTENANCE ACTIVITY (BFIMA) TRAINING

51100 BFIMA TRAINING

A. The Battle Force Intermediate Maintenance Activity (BFIMA) training provides on board maintenance skill training for aircraft carriers in selected maintenance skill areas. The formal training period is three weeks for aircraft carriers. Lectures cover: tag-out and safety procedures; blueprint reading; use of precision measuring instruments; operation of production level repair machinery; and technical qualifications related to the skill area.

B. Courses presently taught include:

Air Compressors
Air Conditioning & Refrigeration
Machinery Alignment
O2 Cleaning
Piping
Cam Pump
Centrifugal Pump
EPA CFC Cert
Diesel Gov/Injectors
Electric Motor
Electrical Equipment
Heat Exchanger, Distilling & Cooling Plants
Valve Auto Control (High Pressure)
O2N2 Producer Repair
Valve Ball/Valve HP/Valve Safety
Hydraulics
IMA Manager
Pipe
Automatic Control Valve
Rigging
Diesel Engine
Sheet Metal
GRP/Small Boat Repair
Structural
Weight Testing
Flex Hose Manufacture
Rubber/Plastics
Boiler Repair
CNC CAD/CAM

C. A COMNAVSEASYSCOM sponsored program, the scheduling of individual courses is coordinated through COMNAVAIRPAC (N72)/COMNAVAIRLANT (N81E). Course duration varies between two and five weeks. It is conducted on board ship and may be accomplished at sea or inport. Cancellation of or changes to course dates must be made through the type commander at least two weeks prior to the scheduled course start date. Technical assists are also available on the above systems on a case by case basis dependent on technician/instructor availability.

D. For CNAL, the BFIMA training schedules are updated weekly on the web site (http://www.uiitraining.com). Course and program descriptions as well as schedules by site are available. CNAL point of contact is N81E, commercial (757) 444-7159, or DSN 564-7159.

E. NAVSEA point of contact for BFIMA training is SEA 04L3, commercial (703) 602-2777, extension 254, or DSN 332-2777, extension 254.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 12 - UNDERWAY REPLENISHMENT

51200 PACIFIC FLEET UNDERWAY REPLENISHMENT TRAINING

A. An underway replenishment dockside simulator, providing ships with realistic training receiving solid cargo rigs and sending and receiving fuel rigs, is available in San Diego and may be scheduled through the Afloat Training Group.

B. Exportable, "hands-on" technical training on underway replenishment systems, including: equipment maintenance, winch repair procedures and the rigging of less common replenishment configurations is available from NAVSURFWARCEN DET Port Hueneme, Port Hueneme, California. Training may be scheduled directly with NAVSURFWARCEN DET Port Hueneme with information copies of the request provided to COMNAVAIRPAC (N7) and (N43).

51201 ATLANTIC FLEET UNDERWAY REPLENISHMENT TRAINING

Expeditionary Warfare Training Group, Atlantic (EWTGLANT) offers a two to five day course of instruction to train UNREP teams from Atlantic Fleet units. The course (A-060-0026) is designed to prepare rig teams for shipboard receiving and delivery of Standard Tensioned Replenishment Alongside Methods (STREAM) rigs. It is offered to Naval (primarily BMs) and Military Sealift Command enlisted personnel. To schedule training, contact EWTGLANT at (757) 462-5139 (COMM) or 253-5139 (DSN).

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 13 – ATLANTIC FLEET ORDNANCE HANDLING SAFETY AND ASSISTANCE TEAM (OHSAT)/PACFLT WEAPONS SAFETY ASSISTANCE TEAM (WSAT)

51300 OHSAT VISITS

A. The Atlantic Fleet Ordnance Handling Safety and Assistance Teams (OHSAT) can provide the Battle Group Commander, Carrier Air Wing Commander, CV/CVN ship and shore activity commanding officer with an optional explosive safety assist visit, either inport or at sea in a dynamic operating environment. Direction is provided in the CINCLANTFLTINST 8020.3 series.

B. The OHSAT has been highly successful in identifying potential material, procedural, and/or training shortfalls early in the IDTC that can be readily corrected before intense and inherently dangerous ammunition handling operations commence. OHSAT visits are also very effective in evaluating explosive safety readiness during periods of intense training, such as major ammunition on loads/off loads, COMPTUEX, and Air Wing Advanced Weapons Training at Fallon and Puerto Rico.

C. The OHSAT members are highly trained in all areas of airborne weapons handling, stowage, transportation, and aircraft loading arming and dearming. In addition, assistance is available on magazine sprinkler systems, CIWS, arms and ammunition security measures, piers and wharves, lightning and electrical ground protection, ranges, and related support equipment. Any or all of these areas can be observed by one or more of the OHSAT members.

D. OHSAT visits can be scheduled by message to COMNAVAIRLANT (N85), with information copy to COMFLOATRAGRULANT Norfolk VA//OHSAT//, or by phone at DSN 565-0962, extension 251, 262, or 253.

E. At the conclusion of an OHSAT visit, the Team Leader will provide the Commander/Commanding Officer, or a designated Department head with an oral debrief of findings and recommendations. The oral debrief is followed up with a written report. OHSAT report distribution is limited to the requestor and the visited activity only.

51301 WSAT VISITS

A. The Weapons Safety Assistance Team (WSAT) provides aircraft carrier and Air Wing weapons personnel with on-site training and assistance by visiting ships and observing all aspects of conventional weapons handling, including stowage, assembly/disassembly, loading/unloading, arming/de-arming, and weapon movement, in accordance with Commander Naval Air Forces Pacific Instructions (CNAPINST) 5440.2 series and 8020.3 series.

B. The primary purpose of the WSAT is to inspect and provide technical assistance, advice, and training to fleet weapons personnel. Team members also deploy aboard ships during COMPTUEX, Intermediate Training Assessments, and Joint Task Force Exercise as part of observer groups. During these inspections, the WSAT reports to the Chief Observer and discrepancies noted during the inspection of weapons stowage, magazines, magazine sprinkler systems, security of conventional weapons, and any problems experienced during the assembly, handling movement, loading, and arm/de-arm evolutions.

C. The WSAT is also available to provide their services to Commander, Naval Air Force Pacific (COMNAVAIRPAC) squadrons, Naval Air Stations, Naval Air Facilities and supporting units, and Marine aviation commands when scheduled to deploy to COMNAVAIRPAC ships or bases, in matters relating to conventional weapons safety.

D. The WSAT conducts annual assist visits to aircraft carriers and shore stations that support COMNAVAIRPAC activities. Additional assist visits are conducted, as schedules permit, to Type Wings, Air Wings, squadrons, training schools and other weapons activities.

E. When requested by Commander, Naval Surface Forces Pacific (COMNAVSURFPAC), WSAT also provides its services to Pacific Fleet (PACFLT) surface forces in support of air-launched conventional weapons operations and training on LPH, LHA, and LPD class ships.

F. The WSAT is also responsible for various other task associated, with monitoring COMNAVAIRPAC activities in the areas of conventional weapons training, weapons safety, readiness, facilities, and technical manuals/publications. Some of these areas are as follows:

1. The WSAT monitors Type Wing Commanders programs for Conventional Weapons Technical Proficiency Inspections (CWTPI). This program ensures that standardized and safe ordnance handling practices are taught and utilized for Type Aircraft/Unit and training schools throughout COMNAVAIRPAC. The WSAT also assists the Chief Inspector during these inspections, and assists the units being inspected in correcting discrepancies as required.

2. The WSAT monitors COMNAVAIRPAC activities to ensure that the Non-Nuclear Ordnance/Explosive Handling Qualification and Certification is current and adequate for the activity. This program ensures that individuals handling explosives are trained, qualified and certified to perform their assigned work tasks.

3. Explosive safety surveys are conducted by Naval Ordnance Center’s Explosive Safety Support Office Pacific Fleet (NOC ESSOPAC) to continually monitor the explosive safety conditions at the various COMNAVAIRPAC activities. The WSAT conducts informal explosive safety survey assist visits to COMNAVAIRPAC/COMNAVSURFPAC ships and stations when requested.

4. The WSAT functions as the Model Manager for the Naval Air Training and Operations Procedures Standardization Program (NATOPS) Conventional Weapons Handling Procedures Ashore Manual, NA 00-80T-103. This manual provides standardization of procedures for conventional weapons handling and control at both Naval and Marine Corps shore activities.

5. The WSAT reviews and provides comments on change recommendations to the Naval Airborne Weapons Maintenance Program (NAWMP), OPNAVINST 8600.2 series.

6. The WSAT reviews ship and air wing directives related to conventional weapons and weapons operations for accuracy or for conflict with the most recent guidance from higher authority, and makes appropriate recommendations to resolve the problems.

G. The WSAT also acts as technical advisors to the COMNAVAIRPAC Force Weapons Officer in matters related to the improvement of weapons handling, aircraft armament equipment, and methods of operations, with the emphasis on safety.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 14 - MOBILE ORDNANCE TRAINING TEAM (MOTT)

51400 MOTT VISITS

A. The mission of the Mobile Ordnance Training Team (MOTT) is to provide on-the-job training (OJT) and technical assistance to fleet activities assigned a air-launched weapon mission and task. The MOTT is available to conduct training and assist visits during all phases of the CV/CVN/Air Wing IDTC and shore activities, upon request.

B. The COMNAVAIRLANT/PAC Mobile Ordnance Training Team (MOTT) consists of aviation ordnance officers and senior enlisted personnel (COMNAVAIRLANT) and contractors (COMNAVAIRPAC) experienced in both organizational and intermediate level airborne weapons maintenance tasks.

C. The MOTT can provide both formal and practical training to crews in all facets of weapons stowage, breakout, assembly, strike-up/down, and staging, as well as the maintenance and configuration of related support equipment. The MOTT can also review effectiveness of the activity's Explosives Handling Personnel Qualification/Certification Program, if requested.

D. MOTT services can be used as often as necessary from initial underway work-ups through advanced phase training, until desired proficiency levels are attained. The forward deployed CV/CVN is normally provided semi-annual MOTT visits. The training is exportable and may be utilized while underway, in port, or at any shore site desiring assistance. MOTT can also be made available to COMNAVSURFLANT/PAC ships and to the Fleet Marine Force, upon request.

E. The MOTT will provide an oral debrief to the activity weapons officer, and follow-on formal correspondence identifying the personnel successfully trained and the specific training provided. The MOTT maintains direct liaison with, and assists Cognizant Field (CFA) and Maintenance Engineering Activities (CMEA's) and In-Service Engineering Agents (ISEA's), as well as Aviation Ordnance Basic School (AO-A1), the Naval Aviation Maintenance Training Group (NAMTRAGRU) Air-Launched Weapons Schools and Aviation Ordnance Officer Career Progression (AOOCP) School. The COMNAVAIRPAC MOTT will update/maintain the master file and the distribution list for the COMNAVAIRPAC Standardized Weapons Training Plan (SWTP).

F. LANTFLT MOTT services may be requested by naval message to FASOTRAGRULANT NORFOLK (N80W) with info to COMNAVAIRLANT N85. PACFLT MOTT service requests should be directed to COMNAVAIRPAC (N85).

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 15 – CONVENTIONAL ORDNANCE SAFETY REVIEW (COSR)

51500 COSR VISITS

A. The Conventional Ordnance Safety Review (COSR) is conducted as an element of the CSRA.

B. The COSR provides a thorough review of the ship’s explosive safety program to ensure safe handling and stowage of ammunition and explosives, prevent related damage to the ship and injury to personnel, instill a heightened awareness of explosive safety within ship’s force, and provide informal explosive safety training, where required.

C. The COSR can be scheduled, at the commanding officer’s discretion, following industrial availabilities, and prior to initial ammunition onload to ensure all spaces and support equipment are fully operational, and the ship is ready to receive ammunition and conduct underway explosive operations. The COSR can also be scheduled after ammunition load out to assess the proper and safe stowage of ammunition.

D. The Naval Ordnance Safety and Security Activity Detachments Atlantic/Pacific (NAVORDSAFSECACT DETLANT/PAC) provide COSR services. COSR service requests should be submitted to COMNAVAIRLANT/PAC (N85), with information copy to the ISIC and NAVORDSAFSECACT DETLANT/PAC, as applicable.

E. The NAVORDSAFSECACT DET COSR team leader will provide an oral debrief to the commanding officer and weapons officer. The formal report of COSR findings will be included in the ship’s CSRA report.

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SECTION 16 - MAGAZINE SPRINKLER SYSTEM REVIEW (MSSR)/ TECHNICAL ASSIST VISIT (MSSR TAV)

51600 MAGAZINE SPRINKLER SYSTEM REVIEW (MSSR)

A. The Magazine Sprinkler System Review (MSSR) is conducted as an element of the Combat Systems Readiness Assessment (CSRA) by the Fleet Technical Support Center Atlantic/Pacific (FTSCLANT/PAC). Requests for the MSSR should be submitted to COMNAVAIRLANT/PAC (N85), with information copy to FTSCLANT/PAC (43).

B. The MSSR is an in-depth test and review of the ship's magazine sprinkling system to ensure proper operation, reliability, material condition/maintainability of the system and components, and to assure adequate fire protection in all spaces used for the storage and handling of ammunition and explosives. A checklist that can be used in preparation for a MSSR is contained in the Magazine Sprinkler System Handbook (NAVSEA S9522-AA-HBK-010).

C. FTSCLANT/PAC will provide an oral debrief of findings at the conclusion of the MSSR. A formal follow-on report will be provided as a part of the CSRA report.

51601 MAGAZINE SPRINKLER SYSTEM REVIEW TECHNICAL ASSIST VISIT (MSSR TAV)

A. The Magazine Sprinkler System Review Technical Assist (MSSR TAV) is a functional check that determines the level of readiness of the magazine sprinkler system. Fleet Technical Support Center Atlantic/Pacific (FTSCLANT/PAC) can provide the MSSR TAV prior to and after an MSSR. The purpose of this visit is to aid the commanding officer in assessing the operability and maintainability of the ship's magazine sprinkler system prior to completion of an industrial availability or following major system repairs. The MSSR TAV is a primary objective in FTSCLANT/PAC's mission.

B. The MSSR TAV should be scheduled as close to completion of an industrial availability as possible, but not within 30 days of a MSSR. A checklist supporting the assist visit is contained in the NAVSEA Magazine Sprinkler System Handbook (NAVSEA S9522-HBK-010). Commanding Officers are encouraged to use the MSSR TAV anytime prior to the MSSR. The MSSR TAV is not the appropriate process to certify a magazine sprinkler.

C. Formal request for the MSSR TAV should be submitted to COMNAVSURFLANT for Atlantic Fleet carriers and COMNAVSURFPAC for Pacific Fleet carriers with an information copy to the TYCOM and appropriate FTSC's. FTSCLANT/PAC will provide a TAV report with findings and recommendations upon completion to the unit commander or the ISIC.

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SECTION 17 - TORPEDO READINESS CERTIFICATION (TRC) TECHNICAL ASSIST VISIT (TAV)

51700 TORPEDO READINESS CERTIFICATION TECHNICAL ASSIST VISIT (TRC TAV)

A. The Torpedo Readiness Certification Technical Assist Visit (TRC TAV) is available from the COMNAVAIRLANT/PAC staff (N85) to the commanding officer, upon request, to informally assess the ability of the CV/CVN ship or shore station, assigned a lightweight torpedo support responsibility, to properly and safely store, handle, and prepare MK 46 and MK 50 torpedoes.

B. The TRC TRV can be requested to include all or a portion of the activity's capability, following the guidance in COMNAVAIRLANT 8510.7/COMNAVAIRPAC 8510.13.

C. For maximum support, the requesting activity should insure dummy handling torpedoes (REXTORPs) are on hand and serviceable, and all required air accessories are on hand and serviceable, and all required tools and test equipment are on hand and calibrated, where provided.

D. Request the TRC TAV from COMNAVAIRLANT/PAC,as appropriate, via official correspondence 30 days or more prior to the date of the requested visit. The TRC TAV should not be scheduled less than 60 days prior to the planned TRC.

E. The Weapons Officer and the Commanding Officer will be provided an oral debrief at the conclusion of the TAV with a written report provided in follow on correspondence.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 18 - CARRIER TACTICAL SUPPORT CENTER (CV-TSC) TRAINING TEAM

51800 CV-TSC ASSIST VISITS

A. In order to provide the battle group commander and carrier commanding officer the most operationally capable CV-TSC, three (3) methods of hands-on training are provided to offer assistance and guidance throughout the IDTC:

1. CV-TSC Mobile Training Team (CV-TSC MTT). When requested through the TYCOM, the CV-TSC MTT (composed of 2-3 AW's and 2 IT's) will provide 1-2 weeks of inport/at sea on board training. The training is based on the ship's recommendations with emphasis on the following:

a. CV-TSC equipment operation and utilization.

b. Area of responsibility in acoustic and non-acoustic training.

c. Tactical applications.

2. Afloat Training Group (ATG).

a. During TSTA I/II/III and FEP observe conduct of Battle Problems and Evaluate Performance IAW COMNAVAIRLANT/COMNAVAIRPAC INST C3516.1 Chapter 9.

b. During TSTA I/II/III observe and evaluate deployment of NIXIE.

3. TYCOM Support. TYCOM support and assist visits are available throughout the training cycle. The TYCOM or representative is also responsible for determining CV-TSC readiness during Intermediate Training Assessment (ITA).

B. Early contact with the TYCOM is recommended so that deficiencies in training, equipment, or manning issues can be identified and corrective action taken to enable the ship to be better prepared for subsequent training, evaluation and certification periods.

C. At the conclusion of each visit, the training team will provide the operations officer and/or the CDC officer an objective view of his ship's CV-TSC readiness and offer recommendations for improvement prior to the team's departure.

CHAPTER 5 - EVALUATION/TRAINING ASSISTS

SECTION 19 - CARRIER AIR TRAFFIC CONTROL CENTER (CATCC) EVALUATION TEAM

51900 CATCC EVALUATION TEAM VISITS

A. The CATCC Evaluation Team, composed of air traffic control TYCOM staff members, has been established to ensure CATCC crews have satisfactorily completed prescribed readiness standards and training requirements and determine their ability to support sustained flight operations at sea. CATCC Evaluation Team visits are conducted during the maintenance, basic and intermediate phases of the interdeployment training cycle.

1. MAINTENANCE PHASE. CATCC Team Training is conducted during the maintenance phase of the interdeployment training cycle. The team training course (C-222-2017) is conducted at Naval Air Technical Training Center (NATTC), Pensacola, FL. Each CATCC crew shall attend team training at least once in the maintenance phase of the interdeployment training cycle and twice during depot-level maintenance availabilities greater than six months. Team training requests shall be coordinated and submitted via TYCOMS (COMNAVAIRLANT (N37), COMNAVAIRPAC (N32)). CATCC Evaluation Team assists are encouraged during the team training course to provide the CATCC with the following assistance:

a. Technical advisor and monitor for the proper conduct of the team training course.

b. Training and management assistance in fulfilling critical position shortfalls.

c. Approval of interim PQS qualifications per the Unit Coordinator’s Guide.

d. Monitor CATCC performance on the graded team training lab evaluation.

2. BASIC PHASE.

a. During the Basic Phase of the training cycle (approximately one month prior to completion of depot-level maintenance for availabilities greater than six months) the CATCC Evaluation Team will conduct Command Assessment of Readiness and Training (CART) Phase II with particular emphasis on the following:

1. PQS program, including long and short range training plan.

2. Damage Control training.

3. 3-M maintenance procedures.

4. Safety program.

b. An onboard CATCC Evaluation Team visit shall be conducted during the basic phase of the interdeployment training cycle for the purpose of conducting a CATCC Proficiency Certification. The CATCC Proficiency Certification certifies the CATCC as "safe to conduct flight operations" and also includes the following:

1. Execution of the CATCC Quality Assurance Checklist contained in the Carrier Air Traffic Control Manual (NAVAIR AE-CVATC-OPM-000).

2. Ensure required directives, publications and bills are in place and up to date.

3. Ensure training and PQS programs are up to date and operating per this manual and the Unit Coordinator's Guide.

3. INTERMEDIATE PHASE.

a. An onboard CATCC Evaluation Team visit shall be conducted during the Final Battle Problem (FBP). The CATCC Evaluation Team determines CATCC status as fully ready, ready or not ready for battle group integrated operations. CATCC operational status is determined by, but not limited to, the following criteria:

1. Qualifying score on TYCOM administered FXP-4 exercise MOB-S-21-SF.

2. Final CATCC average on TYCOM administered closed-book CV NATOPS examination.

3. Effectiveness of the training, PQS and administrative programs.

4. Overall readiness of CATCC and the air wing team.

b. Additional CATCC Evaluation Team visits are available anytime and shall be requested from COMNAVAIRLANT (N37) or COMNAVAIRPAC (N32), as appropriate.

CHAPTER 5 – EVALUATION/TRAINING ASSIST

SECTION 20 – AVIATION ORDNANCE READINESS REVIEW (AORR)

52000 AORR VISITS

A. The AORR provides the commanding officer with an assessment of the adequacy of logistic support for all air-launched weapons included in the ship's tailored ammunition allowance list, Airborne Weapons Support Equipment (AWSE), and Aircraft Armament Equipment (AAE). The scope of the AORR includes publications, technical directives, servicing, magazine stowage, and intermediate level repair. Training is provided where required. The AORR is provided by the Fleet Weapons Support Team (FWST), and scheduled per COMNAVAIRLANTINST 3500.42. Requests for the AORR should be submitted to COMNAVAIRLANT (N85) by naval message, with information copy to NAVAIRWARCENWPNDIV PT MUGU (37100E).

CHAPTER 6 - INSPECTIONS AND CERTIFICATIONS

SECTION 1 - TYPE COMMANDER INSPECTIONS AND ASSESSMENTS

6101 SUPPLY MANAGEMENT INSPECTION (SMI)

A. The Supply Management Inspection (SMI) is a formal inspection which emphasizes prescribed supply procedures, responsibilities, and accountability. It provides carrier commanding officers and supply officers with assistance and guidance in maintaining a high state of supply readiness and keeps the type commander apprised of the supply readiness on board carriers under his cognizance.

B. The Supply Management Inspection team is comprised of type commander staff members whose mission is to provide the carrier commanding officer with an objective evaluation of his ship's supply readiness and with recommendations for improvement, if necessary. A formal assessment report will be prepared for the commanding officer , with copies forwarded to the ISIC and type commander. Adverse findings are limited to facts for which there is documentary or other tangible evidence.

C. Supply Management Inspections will normally be conducted within two months of carrier deployment, at intervals not to exceed twenty four (24) months between inspections.

D. All ships, including those in overhaul, will be covered by the SMI process.

E. Additional specific information on preparing for and conducting SMIs is contained in the COMNAVAIRPAC/COMNAVAIRLANT Afloat Supply Manual (COMNAVAIRLANT/COMNAVAIRPACINST 4440.1 series).

6102 COMMUNICATIONS SECURITY MATERIAL SYSTEM (CMS) INSPECTIONS

A. The Communications Security Material System (CMS) inspection is a formal inspection to ensure strict adherence to established custodial, handling, and disposition procedures for all publications and materials distributed through the system.

B. The CMS inspection team will be comprised of members of the staff of the carrier's immediate superior in the chain of command. A formal inspection report will be prepared and forwarded to the ships commanding officer. Adverse findings are limited to facts for which there is documentary or other tangible evidence.

C. CMS inspections will be conducted every twenty four (24) months. Upon confirmation of a COMSEC insecurity the command in violation will be reinspected within thirty (30) days or, if on deployment, within thirty (30) days of return to homeport. CMS training assist visits will be conducted, at a minimum, every eighteen months.

D. Specific information on preparing for and conducting CMS inspections is contained in CMS 3 and CINCLANTFLT/CINCPACFLT OPORD 2000, Annex Kilo.

6103 MEDICAL AND DENTAL READINESS INSPECTIONS

A. Medical and Dental Readiness Inspections are formal inspections to determine whether the Medical and Dental Departments are effectively carrying out their assigned functions and tasks; have adequate personnel and other resources, facilities and equipment; and are responsively complying with directives from higher authority.

B. Medical and Dental Readiness Inspections are normally conducted by the Force Medical and Force Dental Officer respectively, or by medical inspectors appointed by the agency responsible for conducting the particular inspection.

C. Specific information on preparing for and conducting Medical and Dental Readiness Inspections on Pacific Fleet carriers is contained in CINCLANTFLT/CINCPACFLTINST 6000.1; COMNAVAIRPACINST 5040.8; COMNAVAIRPACINST 4730.12; and COMNAVAIRPACINST 6000.2. Information on conducting Medical and Dental Readiness Inspections on Atlantic Fleet carriers is found in CINCLANTFLTINST 5400.2 and COMNAVAIRLANTINST 6000.1.

CHAPTER 6 - INSPECTIONS AND CERTIFICATIONS

SECTION 2 - EXTERNAL INSPECTIONS

6200 ENGINEERING INSPECTIONS

A. Conventionally Powered Aircraft Carriers. Two types of formal engineering assessments for conventional power plants are conducted by the ISIC: the Light-off Assessment and the Engineering Qualification (E-QUAL). The purpose of both of these assessments is to ensure strict adherence to propulsion plant material readiness standards and to ensure that ship's personnel are operating the engineering plants safely per approved procedures.

1. The Light-off Assessment (LOA) is conducted prior to lighting the first fire in any boiler during a repair overhaul, major conversion, fitting out availability, post-shakedown availability, or restricted availability in excess of four months as required by OPNAVINST 3540.4. In case of an availability of less than four months, the ISIC will conduct an LOA on behalf of the type commander, assisted by ATG.

2. The Engineering Qualification (E-QUAL) will be conducted no more than six months after the completion of any evolution for which an LOA was required and, thereafter, at eighteen-month intervals, waivable to twenty four (24) months between examinations.

3. The authority, responsibility, membership and administrative procedures to be used by the ISIC are prescribed in OPNAVINST 3540.4 and applicable fleet commander instructions.

4. In the event some aspect of an engineering plant is found unsatisfactory for further operation, the ISIC will immediately notify the appropriate chain of command.

5. The procedures for scheduling and conducting LOAs and E-QUALs are contained in COMNAVAIRLANT/PACINST 3540.10.

6. Scheduling of LOAs and E-QUALs will be conducted by the type commander, taking into consideration scheduling constraints, availability of the ISIC and the ship's inputs. The commanding officer of a carrier scheduled to be examined by the ISIC will report by message to the type commander, not less than ten days before the examination, on the ship's readiness for the scheduled examination.

B. Nuclear Powered Aircraft Carriers. Three types of formal engineering certifications are conducted aboard nuclear powered ships to ensure safe reactor plant operation: Pre-critical Reactor Safeguards Examination (RSE), Post-Overhaul Reactor Safeguards Examination (PORSE), and Operational Reactor Safeguards Examination (ORSE).

1. A Pre-critical Reactor Safeguards Examination (RSE) of a nuclear powered ship is conducted prior to initial criticality of a newly installed reactor core in ships under construction and ships completing refueling. RSEs are conducted by the Director, Naval Nuclear Propulsion, per OPNAVINST 9080.3.

2. A Post-Overhaul Reactor Safeguards Examination (PORSE) is conducted prior to initial reactor operation after an availability lasting more than six months. PORSEs are conducted by the cognizant fleet Nuclear Propulsion Examining Board.

3. An Operational Reactor Safeguards Examination (ORSE) of an operating ship is conducted no more than one year after the last RSE or PORSE and, thereafter, at intervals of approximately one year, at no time to exceed 15 months between inspections.

4. Authority, responsibilities, membership and administrative procedures of the two fleet Nuclear Propulsion Examining Boards (NPEB) are prescribed in OPNAVINST 3540.3. Additional information concerning the administration and conduct of ORSE and PORSE is provided in CINCLANTFLTINST 3540.1 for Atlantic Fleet carriers and CINCPACFLTINST 3540.1 for Pacific Fleet carriers.

5. Scheduling of PORSE and ORSE shall be performed by the type commander, taking into consideration scheduling constraints, availability of the NPEB, and the ship's inputs.

6201 MATERIAL INSPECTIONS

A. The Material Inspection is a formal inspection conducted by either the Board of Inspection and Survey (INSURV) or the Atlantic or Pacific Sub-boards. The purpose of the inspection is to determine the actual condition of the ship and its equipment with respect to the ability to perform all functions for which the items were separately and interrelatedly designed. Additionally, the Board of Inspection and Survey and its Sub-boards make recommendations for repairs, alterations, changes, or future developments which will ensure the satisfactory material readiness of inspected ships to carry out all their assigned mission areas. Finally, the Material Inspection is also used to anticipate and forestall material decay and to detect and correct improper or inadequate preventive maintenance practices.

B. The Material Inspection Team is composed of members of the Board of Inspection and Survey and personnel from other commands selected by the Board of Inspection and Survey to provide the carrier commanding officer with an objective evaluation of his ship's overall material readiness and with recommendations for improvement, if necessary. A formal inspection report will be prepared and forwarded to the type commander. Adverse findings are limited to facts for which there is documentary or other tangible evidence.

C. Material Inspections will be held after every third major deployment, not to exceed 60 months between inspections. They will be conducted in three phases, pre-underway, underway, and open and inspect. The combined phases of the inspection will take approximately five consecutively scheduled days.

D. Guidance in making preparations for and conducting the Material Inspection are set forth in the Joint Fleet Maintenance Manual CINCLANT/ PACFLTINST 4790.3.

6202 WEAPONS ASSESSMENTS AND CERTIFICATIONS

A. The Conventional Ordnance Safety Review (COSR) is an element of the Combat Systems Readiness Assessment (CSRA). The COSR provides a thorough review of all facets of the ship's explosive safety program to ensure safe handling and stowage of ammunition and explosives. The COSR is intended to expose material and training shortfalls that can lead to unsafe practices and procedures, enhance explosive safety awareness throughout the ship, and provide informal explosive training, where required. The COSR is provided by the Naval Ordnance Safety and Security Activity Detachments Atlantic/Pacific (NAVORDSAFSECACTSETLANT/PAC). Scheduling guidance for the COSR is contained in COMNAVAIRLANTINST 3500.42. Requests for the COSR should be submitted to COMNAVAIRLANT/PAC by naval message, with information copy to NAVORDSAFSECACTDETLANT/PAC and the ISIC.

B. The Magazine Sprinkler System Review (MSSR) is an element of the CSRA. The MSSR provides a functional test and an in-depth assessment of the ship's magazine sprinkling systems to ensure proper operation, reliability, and material condition/maintainability of the systems and components. In addition, the MSSR is intended to assure adequate fire protection is available in all spaces used for the storage and handling of ammunition and explosives. Refer to NAVSEA S9522-AA-HBK-010 for a MSSR checklist. The MSRR is provided by the Fleet Technical Support Center Atlantic/Pacific (FTSCLANT/PAC) IAW COMNAVAIRLANT 3500.48. Requests for the MSRR should be submitted to COMNAVAIRLANT/PAC (N85), by naval message, with information copy to FTSCLANT/PAC and the ISIC. FTSCLANT/PAC will provide an oral debrief of findings at the conclusion of the MSRR, and provide a follow-on formal report that will be included in the CSRA report.

C. The Mine Readiness Assessment (MRA), formerly the Mine Readiness Certification Inspection (MRCI) is conducted once during each IDTC on ships and squadrons with an assigned mine warfare capability. For CV/CVN ships, the MRA is conducted by the ISIC, with the assistance of COMNAVAIRLANT/PAC. The purpose of the MRA is to assess the ability of the ship to perform the mine warfare mission and tasks. The MRA will be coordinated/scheduled by the ISIC, Carrier Air Wing Commander, and ship, normally during an advanced phase training period. Refer to OPNAVINST 5040.15.

D. The Torpedo Readiness Certification (TRC) is conducted by COMNAVAIRLANT/PAC during each IDTC. The TRC assesses the ability of the ship or shore station to properly and safely store, handle, and prepare MK 46 and MK 50 torpedoes, within the scope of assigned capability. Requests for the TRC should be submitted to COMNAVAIRLANT/PAC by naval message, with information copy to the ISIC IAW COMNAVAIRLANTINST 3500.42/COMNAVAIRLANTINST 8510.7, and COMNAVAIRPACINST 8510.13.

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 1 - GENERAL

7100 GENERAL. The Naval Air Force Pacific and Atlantic Fleet battle efficiency competition will be as prescribed by instructions contained herein. The competition is designed to as accurately as possible measure the level of battle efficiency attained by each department and each Naval Air Force carrier during the competitive cycle, so that those achieving a prescribed level of excellence are recognized.

7101 POLICY

A. Competitive Cycle: The Chief of Naval Operations Battle Efficiency "E" for aircraft carriers will be 1 January to 31 December.

B. Number of Awards: The Battle Efficiency "E" is presented by the respective type commanders to the carriers under their cognizance which, based upon competitive standings at the end of the competitive cycle, has achieved the highest degree of battle readiness. Departmental awards are presented by respective type commanders at the end of the competitive cycle to individual departments having achieved outstanding levels of departmental readiness, without regard to winner of the Battle "E".

C. Eligibility

1. An overall ship "failure" or grade of "unsatisfactory" on E-QUAL, ORSE, FEP, COMPTUEX/FBP, even if followed by a satisfactory re-inspection, disqualifies the ship and the individual departments responsible for the mission area failure for the competitive cycle in which the "failure/ unsatisfactory" occurs. A departmental "failure" or grade of "unsatisfactory" on any formal inspection, which does not contribute to a ship-wide failure, even if followed by a satisfactory re-inspection, disqualifies the respective department for the competitive cycle in which the "failure/ unsatisfactory" occurs. (Examples: An E-QUAL failure disqualifies both the ship from earning the Battle Efficiency "E" and the engineering department from earning their departmental award. A ship evaluated as "not ready for advanced training" during the COMPTUEX/FBP is disqualified from earning the Battle Efficiency "E" and each department evaluated as "not ready for advanced training" is disqualified from earning their respective departmental award.

2. To be eligible for the Battle Efficiency "E" and departmental/ mission area awards, a ship must be in an operational status for a minimum of six months of the competitive cycle and specifically nominated for each one by its ISIC. If a ship has been unable to operate for six or more months during the competitive cycle due to a major maintenance availability or COH, the ship will retain the TYCOM departmental awards from the previous cycle. If the ship subsequently wins departmental awards in the cycle immediately following, consecutive award stripes earned before the non-competing cycle will be retained.

3. Any safety mishap resulting in injury/death to personnel or major damage to equipment while conducting any evolution may result in disqualification from Battle “E” eligibility or point deductions from final Battle “E” grade computations.

D. Both repetitive Readiness Exercises and selected Competitive Exercises (COMPEX's) reflect daily management of departmental and ship-wide battle readiness requirements and adherence to the Fleet Commander in Chiefs' Tactical Training Strategy. Consequently, although for competition purposes they are only valid for the competitive cycle, neither periodicity nor M-ratings are affected by the end of the competitive cycle. (Example: A quarterly exercise completed with a COMPEX on the last month of the competitive cycle is valid for competition purposes. For SORTS readiness reporting purposes, however, the periodicity and M-rating are unaffected; the exercise expires and M-rating is decremented three months from the exercise completion date.)

7102 AWARDS. All assigned aircraft carriers and designated departments thereof are eligible to compete and are considered to be in competition for the following awards:

Naval Air Force Battle Efficiency Pennant	White E
Air Department	Yellow E
Aircraft Intermediate Maintenance Department	Black E
Combat Systems Department	Green CS
Damage Control	Red DC
Deck Department	White Crossed Anchors with Black D
Engineering Department (CV)	Red E
Reactor Department (CVN)	Red E
Medical Department	Blue M
Navigation Department	White Ship's Wheel
Operations Department	Green E
Supply Department	Blue E
Weapons Department	Black W

7103 AWARD COMPUTATION. At the end of each competitive cycle, the type commander will compute the readiness levels of each ship based on reports received and will assign relative values within each competitive grouping and for each major inspection.

A. Naval Air Force Battle Efficiency Pennant. Each type commander will award only one Battle Efficiency Pennant for each competitive cycle. The award will be based on relative standings of the competing ships. COMNAVAIRLANT will use the following point breakdown:

Air Department	15 pts	Note 1
Aircraft Intermediate Maintenance Dept	15 pts	Note 1
Combat Systems Department	10 pts	Note 1
Damage Control	10 pts	Note 1
Deck Department	10 pts	Note 1
Reactor/Engineering Department	10 pts	Note 1
Medical Department	10 pts	Note 1
Navigation Department	10 pts	Note 1
Operations Department	10 pts	Note 1
Supply Department	10 pts	Note 1
Weapons Department	10 pts	Note 1
Competitive Exercises	15 pts	Note 2
Monthly Readiness Exercise Management	30 pts	Note 3
COMPTUEX/FBP	10 pts	Note 4
Engineering Qualification (EQUAL)/ Operational Reactor Safeguards Examination (ORSE)	10 pts	Note 5
Supply Management Inspection	10 pts	Note 6
Type Commander's Evaluation	5 pts	Note 7
TOTAL	200 pts	

Note 1. Points for individual departmental awards will be assigned based on the relative ranking of each department as compared to the same department on all other carriers in the force. The ship with the department in first place will be assigned the full 10 points in that department's competitive category. The ship with the department in second place will receive 9 points, in third place will receive 8 points, etc. Departments which are disqualified from receiving their departmental award will receive zero points.

Note 2. 10 x average decimal score for all required competitive exercises.

Note 3. 10 x 1 over the average readiness rating based on the eight best months of the year.

Note 4. A ship earning a shipwide grade of "Fully Ready for Advanced Training" will receive 10 points, minus 0.5 points for every individual area evaluated as "Ready", minus 1 point for each area evaluated as "Marginally Ready" and minus 2 points for each area evaluated as "Not Ready". A ship earning a shipwide grade of "Ready for Advanced Training" will receive 5 points. A ship earning a shipwide grade of "Marginally Ready for Advanced Training" will receive 0 points. A ship earning a grade of "Not Ready for Advanced Training" is disqualified from receiving the Battle Efficiency "E".

Note 5. For E-QUAL/LOA: A ship receiving an overall E-QUAL/LOA grade of "Satisfactory" will receive 10 points, minus 0.5 points for each evaluated area designated as "Conditionally Satisfactory" and minus 1 point for each evaluated area designated as "Unsatisfactory". A ship receiving an overall E-QUAL grade of "Conditionally Satisfactory" will be awarded 5 points minus 1 point for each individual area evaluated as "Unsatisfactory". An overall grade of Unsatisfactory is disqualifying for the Battle Efficiency "E" for that calendar year. If a ship has an E-QUAL and an LOA during the same calendar year, 5 points will be assigned for a satisfactory grade on each exam, minus 0.25 points for each evaluated area designated "Conditionally Satisfactory" and minus 0.5 points for each area evaluated as "Unsatisfactory". For ORSE/PORSE: A ship receiving an overall grade of excellent will receive 10 points, minus 0.25 points for each individual area evaluated as "Above Average", minus 0.5 points for each individual area evaluated as "Average", and minus 1 point for each area evaluated as "Below Average" and minus 2 points for each area evaluated as "Unsatisfactory". When more than one E-QUAL or ORSE is given during a competitive period, the last grade given will be used when assessing which ships will win the red engineering "E". Where an E-QUAL or ORSE has not been conducted in a cycle, the ship's last E-QUAL/ORSE grade will be used in the calculation.

Note 6. 10 times the overall weighted average of decimal grades as calculated in paragraph 71101, note 1.

Note 7. The type commander's evaluation of from 1 to 5 points will be assigned considering all aspects of a ship's performance throughout the competitive cycle. All inputs will be considered including those accounted for elsewhere in the scoring process. Among the additional areas which will be evaluated are: performance on Light-off Assessments, support of the embarked air wing (as reflected in readiness status), FOD program effectiveness, state of training, ability to accomplish assigned tasks, material condition, liberty party performance, safety performance, personnel retention, support provided in reserve training assignments, and any other matters which may come to the attention of the commander.

B. Departmental Awards. Any department which meets the departmental excellence standard of 90 points is eligible to win and display the departmental award. In the event no department meets a given departmental excellence standard, the corresponding departmental award will not be awarded for that cycle.

C. The following factors will be considered in computing readiness

levels for each ship.

1. When an initial assessment or evaluation is unsatisfactory, no credit is earned, regardless of the outcome of re-inspection.

2. Where assessments or evaluations are given more than once in a competitive cycle and a satisfactory mark is received in each, the last grade will be used.

3. In any case where a numerical grade is not given, full credit will be awarded for a satisfactory and no credit for a failure, unless otherwise specified.

D. Competitive Exercises. A listing of all required competitive exercises is provided in Appendix I of this instruction. All have been selected from either FXPs or TYCOM exercises found in Appendix Two. ISICs and ships should coordinate with TYCOM/Afloat Training Group Teams to take advantage of Subject Matter Experts to grade competitive exercises during training/assessment visits. Additional instructions of a general nature follow:

1. Competitive exercises shall be graded by the ISIC or observers specifically assigned by the ISIC. Observers shall be carefully chosen based on seniority, technical background and experience and shall not be assigned to the ship or its associated air wing.

2. Once an exercise is scheduled to meet the competitive requirements and conduct of the exercise is started, it shall be reported regardless of the mark assigned. Competitive exercises for which a grade below 95% has been received may be rescheduled and conducted to obtain a higher grade if desired. Each competitive exercise may be conducted a total of three times in an attempt to improve the score, and 15 days must elapse between graded individual exercises. The final grade used in the calculation of departmental award winners will be the grade of the last exercise received.

3. Exercises not completed will be scored “zero” unless waived by the type commander. A request for waiver will be submitted only in the fourth quarter of the competitive cycle, via the carrier's group commander, and will explain in complete detail why it was impractical to complete the required exercises. The group commander's endorsement will indicate what efforts were made to assist the ship in obtaining opportunity, observers, and/or services for the exercise/trial to be waived, together with the recommendations of the group commander. If the type commander grants the requested waiver, that exercise will be computed as an average of the grade submitted by other competitors. If the exercise/trial is not waived, it will be considered incomplete and will be scored ZERO and so counted in the computation for relative standing. Except in unusual circumstances, waiver requests received by the type commander later than 15 days after completion of the competitive cycle year will be automatically disapproved.

4. Competitive exercises are to be conducted per FXP procedures using criteria for scoring and reporting per the applicable FXP, type commander grade sheet (Appendix II) and this chapter. In order that maximum realism can be achieved, commanding officers may combine exercises or vary conditions for

COMPEXs if approved in advance by the ISIC. Due to individual ship differences, departure from exercise procedures in FXPs is authorized when necessary so long as the intent of the exercise is maintained.

7104 WEARING AND DISPLAY OF AWARDS

A. Instructions for displaying painted "Es" for ship and departmental awards are set forth in detail in NAVSEA Technical Manual, Chapter 631.

B. Plaques awarded for battle efficiency may be retained by the ship winning the award. The Battle Efficiency Pennant, Battle "E", and Departmental Awards may be displayed, from the date winners are announced by the type commander until the end of the succeeding competitive cycle.

C. Ships being decommissioned: Ship may display the awards from their last full competitive cycle until the date they are decommissioned.

D. Individual wear of the Battle Efficiency Ribbon will be as prescribed in appropriate OPNAV directives.

E. Consecutive Awards. Service stripes the same color as the related award color are added for additional awards earned in consecutive cycles. Instead of the letter and four service stripes for winning the award five consecutive times, in the case of the Battle “E”, a gold “E” shall be displayed with a silver star above the “E”. In the case of departmental awards, the award and a star of the same color will be shown for the fifth consecutive award, replacing the service stripes. Another star shall be added for each five successive awards.

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 2 - AIR DEPARTMENT

7200 GENERAL. The ability of an aircraft carrier to safely and efficiently launch and recover aircraft is critical to successful battle group operations. The following method of computation is designed to provide a valid and equitable procedure for determining deserving Air Department(s) to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Air Department competitive exercises are contained in the General Section, in this chapter, and in Appendix I of this manual.

7201 Award Computation (Yellow E) CV/CVN

		Max Pts	Calculation	Notes
a.	Competitive Exercises	25	25 x AVG/100	1
b.	Monthly Readiness Management	30	30 x AVG/8	2
c.	Flight Deck Certification	10		
d.	Final Evaluation Period	10	10 x AVG/100	3
e.	C2X/Final Battle Problem	10		4
f.	ALRE Maintenance Program	10		5
g.	TYCOM's Evaluation	5		6
	TOTAL	100		

Note 1. Average grade for all COMPEXs completed during the competitive cycle. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Average grade of all required FEP exercises.

Note 4. Fully Ready for Advanced Training = 10 points, Ready for Advanced Training = 5 points, Marginally Ready for Advanced Training = 1 point
Note 5. Maximum points are awarded for a satisfactory grade in ALRE Maintenance Program and zero points for unsatisfactory.

7202 DISQUALIFICATION. The occurrence of any of the following will result in disqualification for the Air Department YELLOW “E”:

1. One (1) class A mishap or two (2) class B mishaps caused by Air Department’s failure to comply with prescribed NATOPS standard operating procedures.

2. A grade of Not Ready for Advanced Training.

7203 QUALIFICATION. Any Air Department which receives a total score of 90 points or greater may be awarded the Air Department Yellow "E."

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 3 - AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

7300 GENERAL. The ability of an aircraft carrier to maintain material readiness of the embarked air wing through the performance of intermediate level maintenance is essential to successful battle group operations. The following method of computation is designed to provide a valid and equitable procedure for determining deserving Aircraft Intermediate Maintenance Departments to receive the competitive award for efficiency.

7301 AWARD COMPUTATION (Black E) CV/CVN

GROUPING	MEASURE	SOURCE	MAX POINTS
INDIRECT IMPACT FROM AIMD	ON-SHIP NMCS/PMCS	AMRR*	5
	FMC RATE	SCIR*	5
	POOL EFFECTIVENESS ^	AMSR/N41*	5
	SORTIE COMP RATE	AMRR*	5
	CVW CANN RATE	3M (NALDA)	5
DIRECT IMPACT FROM AIMD	REPAIR RATE	3M (NALDA)*	15
	TTL ITEMS TAT #	3M (NALDA)*	10
	HI 1O ITEMS TAT #	3M (NALDA)*	10
	IMRL ACCOUNTABILITY	AIR ACC*	10
	AMI @	INSP RESULT	25
	TYCOM EVALUATION		5
TOTAL			100

NOTE 1: (*) Points are based on the data source listed.

NOTE 2: (#) Represents only time elapsed for inwork (IW) and awaiting maintenance (AWM) on total items processed and top ten readiness degraders, respectively.

NOTE 3: (@) AMI points are based on results of the AMI.

NOTE 4: (^) Pool effectiveness is defined as: 7R COG pool issues divided by 7R COG pool demands. This number will be supplied by the AMSR for CNAP and by N41 for CNAL based on total number for the calendar year.

7302 DISQUALIFICATION. The occurrence of a major cryptographic (CMS) violation by Aircraft Intermediate Maintenance Department personnel which should have been prevented or five reports of a "Practice Dangerous to Security" by Aircraft Intermediate Maintenance Department personnel will result in disqualification from competition for the Black "E".

7303 QUALIFICATION. Any Aircraft Intermediate Maintenance Department which receives a grade of 90 points or greater may be awarded the AIMD Black "E".

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 4 - COMBAT SYSTEMS DEPARTMENT

7400 GENERAL. The ability of a ship to operate and fight effectively is paramount. Readiness of shipboard combat systems is a top priority in order to effectively utilize sophisticated Command, Control, Communications and Computer Intelligence (C4I) systems. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Combat System Departments to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Combat Systems Department exercises are contained in the general section, this section and Appendix I of this manual.

7401 AWARD COMPUTATION (Green CS) CV/CVN

	Max Pts	Calculation	Notes
a. Competitive Exercise	40	40 x AVG/100	1
b. Monthly Readiness Management	50	50 x AVG/8	2
c. Test Equipment Readiness	5		3
d. TYCOM's Evaluation	5		
TOTAL	100		

Note 1. Average grade for all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best eight (8) months of the calendar year.

NOTE 3. The following criteria will apply for calculating the Test Equipment Readiness percentage:

1. Two points 90% or higher
   One point 85-89%
   Zero points 0-84%

Readiness for the year is calculated as an average of MEASURE Format 310E (Electronics) inventory summary reports for each quarter.

2. Three points are given if actual test equipment deficiencies do not exceed 10 percent of the ship's allowance in the Ships' Portable Electrical/Electronic Test Equipment Requirements List (SPETERL). Two points are awarded when deficiencies are less than 15 percent and one point for less than 20 percent.

A. Actual deficiencies are determined from the SPETERL updated by the ship's MEASURE format 310 E inventory. Test equipment deficiencies from GPETE initial outfitting (GINO) scheduled for future purchase will not be counted.

B. Calculate deficiency percentages by dividing the number of actual deficient test equipment by the SPETERL total test equipment allowance figure.

7402 DISQUALIFICATION. The occurrence of any of the following will result in disqualification from competition for the "GREEN CS":

1. A major cryptographic (CMS) violation by combat systems personnel which should have been prevented.

2. Five reports of a "Practice Dangerous to Security" by combat systems department personnel.

7403 QUALIFICATION. Any combat systems department which receives a grade of 90 points or greater may be awarded the Combat Systems Department "GREEN CS".

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 5 - DAMAGE CONTROL

7500 GENERAL. The ability of a ship to control damage, either real or simulated, and to effect emergency repairs forms an excellent basis upon which to judge battle readiness for damage control. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving carriers to receive the competitive award for damage control efficiency. Instructions for the conduct, evaluation and reporting of required damage control training and competitive exercises are contained in the general section, this section, and Appendix I of this manual.

7501 AWARD COMPUTATION (Red DC) CV/CVN

	Max Pts CNAL/CNAP	Calculation CNAL/CNAP	Notes
a. Competitive Exercises	30/45	30/45 x AVG/100	1
b. Monthly Readiness Management	45	45 x AVG/8	2
c. Final Evaluation Period	20/5		3
d. TYCOM's Evaluation	5		4
TOTAL	100		

Note 1: Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. CNAL: 20 X average grade/100. CNAP: ATG assigned grade of “TSTA III” level or above receives 5 points, an assigned grade of below TSTA III level receives 0 points.

Note 4. TYCOM assigns a grade of 0 - 5 points.

7502 QUALIFICATION. Any ship which receives 90 points or greater may be awarded the Damage Control Red "DC."

COMNAVAIRPACINST 3500.20C/
COMNAVAIRLANTINST 3500.20C

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 6 - DECK DEPARTMENT

7600 GENERAL. The seamanship displayed by individual ships provides an outward manifestation of the ship's smartness, vigilance and overall readiness. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Deck Department to receive the award for efficiency. Instructions for the conduct, evaluation and reporting of required competitive exercises are contained in the general section, in this section, and in Appendix I of this manual.

7601 AWARD COMPUTATION (White Crossed Anchors with Black D) CV/CVN

		Max Pts CNAL/CNAP	Calculation CNAL/CNAP	Notes
a.	Competitive Exercises	30/50	30/50 x AVG/100	1
b.	Monthly Readiness Management	45/40	45/40 x AVG/8	2
c.	Final Evaluation Period	20/5		3
d.	TYCOM's Evaluation	5		4
	TOTAL	100		

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. CNAL: 20 X average grade/100. CNAP: ATG assigned grade of “TSTA III” level or above receives 5 points, an assigned grade of below TSTA III level receives 0 points.

Note 4. TYCOM assigns a grade of 0 - 5 points.

7602 QUALIFICATION. Any Deck Department which receives 90 points or greater may be awarded the Deck Department Crossed Anchors.

COMNAVAIRPACINST 3500.20C/
COMNAVAIRLANTINST 3500.20C

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 7 - ENGINEERING AND REACTOR DEPARTMENTS

7700 GENERAL

A. The ability of a ship to steam safely, efficiently and reliably, combined with its ability to control either real or simulated damage and to effect emergency repairs forms the basis upon which to judge the battle readiness of aircraft carrier engineering and reactor departments. To quantitatively determine each carrier's level of readiness, instructions for the conduct, evaluation and reporting of required engineering and reactor department inspections, and trials are contained in the general section, in this section and in Appendix I of this manual.

7701 AWARD COMPUTATION (RED E) CV ENGINEERING

	Max Pts	Calculation	Notes
a. Full Power Trial	10	10 x AVG/100	
b. Monthly Readiness Management	20	20 x 1/AVG	1
c. LOA/CART II/EQUAL	65	Total points x .65	2
d. TYCOM's Evaluation	5		3
TOTAL	100		

Note 1. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 2. Points shall be assigned in each of the following areas based on the most recent evaluated event as shown below:

AREA	ASSESSMENT	LOA	CART II	EQUAL
MANAGEMENT	EFFECTIVE	25	20	20
	PARTIALLY EFFECTIVE	20	18	12.5
	NOT EFFECTIVE	0	0	0
MATERIAL	EFFECTIVE	25	20	20
	PARTIALLY EFFECTIVE	20	18	12.5
	NOT EFFECTIVE	0	0	0
TRAINING	EFFECTIVE	25	20	20
	PARTIALLY EFFECTIVE	20	18	12.5
	NOT EFFECTIVE	0	0	0
OPERATIONS	EFFECTIVE	N/A	20	20
	PARTIALLY EFFECTIVE	N/A	18	12.5
	NOT EFFECTIVE	N/A	0	0
FIREFIGHTING	EFFECTIVE	25	20	20
	PARTIALLY EFFECTIVE	20	18	12.5
	NOT EFFECTIVE	0	0	0
	TOTAL	100	100	100

Note 3. TYCOM assigns a grade of CNAL: 0 - 5 points. In addition to the evaluated events, maintenance and operational practices within the competitive cycle will be factors considered in the type commander's evaluation.

7702 AWARD COMPUTATION (RED E) CVN REACTOR

	Max Pts	Calculation	Notes
a. ORSE (Operations)	60	60 x "Z"	1
b. ORSE (Non-Operations Areas)	35	35 x "Y"	2
c. TYCOM's Evaluation	5		3
TOTAL	100		

Note 1: The NPEB adjective grade for "operations" during ORSE/PORSE will be converted to a "Z" factor per the following:

Excellent	1.0
Above Average	0.80
Average	0.75
Below Average (SAT)	0.70
Unsatisfactory	0.65

Note 2: ORSE non-operations areas (admin, chem/radcon, etc.) evaluated by the NPEB during ORSE/PORSE receive adjective grades which will be converted to numerical grades per the system described in Note 1 above. These grades are averaged with equal weight to produce the non-operations areas "Y" factor.

Note 3. TYCOM assigns a grade of 0 - 5 points.

7403 QUALIFICATION. Any Reactor/Engineering Department whose total score is 90 points or greater may be awarded the Engineering Department Red "E".

CHAPTER 7 – BATTLE EFFICIENCY COMPETITION

SECTION 8 - MEDICAL DEPARTMENT

7800 GENERAL. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Medical Departments to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Medical Department competitive exercises are contained in the general section, this section, and in Appendix I of this manual.

7801 AWARD COMPUTATION (Blue M) CV/CVN

		Max Pts	Calculation	Notes
a.	Competitive Exercises	10	10 x average grade	1
b.	Monthly Readiness Management	10	10 x $\frac{1}{\text{average M-rating}}$	2
c.	Birth Month Medical Surveillance Inspection	15	15 x grade	3
c.	Medical Readiness Inspection	40	40 x grade	4
d.	FEP	20	20 x average grade	5
e.	TYCOM's Evaluation	5		6
	TOTAL	100		

Note 1. Average grade of all required COMPEX's completed during the calendar year. All scores will be weighted equally. A score of zero will be assigned to COMPEX's not completed.

Note 2. Average readiness M-rating taken from the best 8 months of the competitive cycle.

Note 3. Inspection by TYCOM required annually, may be completed in conjunction with Medical Readiness Inspection.

Note 4. Grade assigned by TYCOM. If an MRI is not performed during the calendar year, the most recent MRI grade may be used, subject to TYCOM approval.

Note 5. Average of the 4 required medical exercises, weighted as follows:

FSO-M-9-CV	(Mass Casualty Exercise)	.5 x grade
FSO-M-12-CV	(Medical Response Team Exercise)	.3 x grade
FSO-M-4-SF	(Sucking Chest Wound)	.1 x grade
FSO-M-5-SF	(Abdominal Wound)	.1 x grade

Note 6. TYCOM assigns a grade of 0 - 5 points based on overall performance and significant contributions.

7802 QUALIFICATION. Any Medical Department which receives 90 points or greater may be awarded the Medical Blue "M."

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 9 - NAVIGATION DEPARTMENT

7900 GENERAL. The navigational skill displayed by individual ships provides an outward manifestation of the ship's smartness, professionalism and overall readiness. The following method of computation is designed to provide a valid and equitable procedure to select the most deserving Navigation Departments for recognition.

7901 AWARD COMPUTATION (White Ship's Wheel) CV/CVN

		Max Pts CNAL/CNAP	Calculation CNAL/CNAP	Notes
a.	Competitive Exercises	30/45	30/45 x AVG/100	1
b.	Monthly Readiness Management	45	45 x AVG/8	2
c.	Final Evaluation Period	20/5		3
d.	TYCOM's Evaluation	5		4
	TOTAL	100		

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. CNAL: 20 X average grade/100. CNAP: ATG assigned grade of “TSTA III” level or above receives 5 points, an assigned grade of below TSTA III level receives 0 points.

Note 4. TYCOM assigns a grade of 0 - 5 points.

7902 DISQUALIFICATION. The occurrence of any of the following will result in disqualification from competition for the White Ship's Wheel:

A. A major cryptographic (CMS) violation by navigation department personnel or bridge watchstanders which should have been prevented or five reports of a "Practice Dangerous to Security" by navigation personnel or bridge watchstanders.

B. Grounding or collision attributable to bridge watch standers or navigation team.

7903 QUALIFICATION. Any Navigation Department which receives 90 points or more may be awarded the White Ship's Wheel.

COMNAVAIRPACINST 3500.20C/
COMNAVAIRLANTINST 3500.20C

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 10 - OPERATIONS DEPARTMENT

71000 GENERAL. The critical role performed by the Operations Department in all facets of the ship's performance requires that evaluation be ongoing throughout the competitive cycle in order to properly reflect the department's actual performance in response to real world tasking. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Operations Department(s) to receive the award for operational excellence. Instructions for the conduct, evaluation and reporting of required Operations Department competitive exercises are contained in the General Section, in this chapter, and Appendix I of this manual.

71001 AWARD COMPUTATION (GREEN E) CV/CVN.

	Max Pts CNAL/CNAP	Calculation CNAL/CNAP	Notes
a. Competitive Exercises	30/50	30/50 x AVG/100	1
b. Monthly Readiness Management	45/40	45/40 x AVG/8	2
c. Final Evaluation Period	20/5		3
d. TYCOM's Evaluation	5		4
TOTAL	100		

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. CNAL: 20 X average grade/100. CNAP: ATG assigned grade of “TSTA III” level or above receives 5 points, an assigned grade of below TSTA III level receives 0 points.

Note 4. TYCOM assigns a grade of 0 - 5 points.

71002 DISQUALIFICATION. The occurrence of any of the following will result in disqualification from competition for the Green "E":

A. A major cryptographic (CMS) violation by Operations Department personnel which should have been prevented or five reports of a "Practice Dangerous to Security" by operations personnel.

71003 QUALIFICATION. Any Operations Department receiving an overall score of 90 points or greater may be awarded the Operations Department Green "E."

COMNAVAIRPACINST 3500.20C/
COMNAVAIRLANTINST 3500.20C

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 11 - SUPPLY DEPARTMENT

71100 GENERAL. The Supply Department is evaluated on its effectiveness and efficiency in performing its primary mission of providing supply support to the ship and embarked air wing, and quality of life services for all on board personnel. To provide for a valid and equitable selection of the most effective Supply Departments, several factors are taken into consideration, including performance on inspections; awards received; and daily performance of key functions.

71101 AWARD COMPUTATION (Blue E) CV/CVN

		Max Pts	Calculation	Notes
a.	Supply Management Inspection (SMI)	60		1
b.	Fleet/TYCOM Inventory Goals	15		2
c.	Awards	5		3
d.	Training	15		4
e.	TYCOM Evaluation	5		5
	TOTAL	100		

Note 1. Computation of 60 points for SMI follows:

Step 1. A numerical grade within the following range of values is assigned to each functional area evaluated during the SMI:

95 - 100	Outstanding
88 - 94	Excellent
75 - 87	Good
62 - 74	Marginal
0	Failure

Step 2. A weighted average of numerical grades is calculated using the following weights:

Readiness		Max Points	Readiness		Max Points
Financials	(S-1F)	10	Stock Control	(S-1)	5
Aviation Support	(S-6)	10	Stock Control	(S-6)	5
Material	(S-8)	10	Postal	(S-12)	5
Customer Service			HAZMAT	(S-13)	5
- CNAP	(S-9)	5			
- CNAL	(MSC/S-1)	5			

SERVICES	Points	Other	Points
Food Service (S-2/S-2M)	10	Quality Assurance (S-10)	5
Disbursing (S-4)	5	Administration	5
Wardroom Mess (S-5)	5		
CPO Mess (S-11)	5		
SALES (S-3)	10		

Step 3. Multiply the weighted average by .60 (60%).

Note 2. (Readiness Goals). Average percentage of the 14 Fleet/TYCOM goals achieved per month throughout the calendar year multiplied by 10%. If a ship is authorized by the Type Commander to remove a goal from reporting status, that goal will not be used as a basis for calculating the monthly percentage for as long as the waiver remains in effect.

Note 3. (Awards). For each of the possible Supply awards a ship receives or is runner-up, points will be awarded as follows: 2 points for first place; 1 point for second place; zero points for third place and below. The ship with the highest raw score will receive 5 points, second highest 3 points, and third highest 2 points.

Note 4. (Training). Training will be assessed throughout the calendar year. Most likely opportunities for assessment are during ASMAT and SMA visits. Assessors will utilize general guidelines in order to determine the effectiveness of the Supply Department training program within each division. Grades of OUTSTANDING/EXCELLENT/GOOD/MARGINAL/FAIL will be assigned to each division prior to the end of the calendar year and rolled into a composite grade for the Supply Department. Supply Departments scoring OUTSTANDING will receive 10 points; EXCELLENT 8 points; GOOD 6 points; MARGINAL 4 points; and FAIL 0 points. The other 5 points from Training will be based on the Training Award. The winner of the Training Award will receive 5 points and the runner ups will receive 3 points.

Note 5. TYCOM assigns a grade of CNAL: 0 - 10 points, CNAP: 0 - 5 points. In addition to the evaluated events, maintenance and operational practices within the competitive cycle will be factors considered in the type commander’s evaluation.

71102 QUALIFICATION. Any Supply Department receiving an overall score of 90 points or greater may be awarded the Supply Blue "E" award.

CHAPTER 7 - BATTLE EFFICIENCY COMPETITION

SECTION 12 - WEAPONS DEPARTMENT

71200 GENERAL. The ability of a ship to safely handle, store and assemble weapons is essential to combat readiness of the ship and its embarked air wing. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Weapons Departments to receive the Weapons Department Black "W." Instructions for conduct, evaluation and reporting of required Weapons Department competitive exercises are contained in the general section, in this section, and in Appendix I of this manual.

71201 AWARD COMPUTATION (Black W) CV/CVN

		Max Pts	Calculation	Notes
a.	Inspections/Reviews			
	(1) Weapons elements of The CSRA	40		1
	(2) Torpedo Readiness Certification (TRC)	15		2
b.	Aviation Weapons Support Equipment Program Review	10		3
c.	Ammunition Requisition/Ship Load Out Ammunition Accountability	10		4
d.	Final Battle Problem	20		5
e.	TYCOM's Evaluation	5		6
	TOTAL	100		

Note 1. Satisfactory grade earns 40 points minus 5 points for each major discrepancy.

Note 2. 2.5 points shall be assigned for each satisfactory assessment of banding, COSAL, Publication, OTTO fuel cleanup, and training.

Note 3. A grade of “above average” earns 10 points, “average” earns 5 points, and “below average” earns 0 points.

Note 4. 2.5 points for ammunition requisitions/follow ups; 2.5 points for ammunition transaction reporting; 5 points for ammunition accounting accuracy (based on onboard spot check).

Note 5. A grade of Fully Ready for Advanced Training equals 20 points; Ready for Advanced Training equals 15 points; Marginally Ready for Advanced Training equals 10 points. A grade of Not Ready for Advanced Training is disqualifying for the Weapons Department Award.

Note 6. TYCOM assigns a grade of 0 - 5 points.

71202 QUALIFICATION. Any Weapons Department receiving an overall score of 90 points or greater may be awarded the Weapons Department Black "W".

CHAPTER 8 - AWARDS AND TROPHIES

8000 AWARDS AND TROPHIES INDEX PAGE.

SECTION	AWARD	APPROXIMATE DUE DATE TO CNAL/CNAP
SECTION 1	SECRETARY OF THE NAVY ENERGY CONSERVATION AWARD	15 Jan
SECTION 2	ARLEIGH BURKE FLEET TROPHY	30 Jan
SECTION 3	ENGINEERING OFFICER OF THE WATCH	31 Jan
	PROPULSION PLANT WATCH OFFICER	31 Jan
	ENGINEER OF THE QUARTER	2nd Week/Quarter
	ENGINEER OF THE YEAR	31 Jan
SECTION 4	JUNIOR OFFICER SHIPHANDLING AWARD	31 Jan
SECTION 5	ADMIRAL FLATLEY MEMORIAL AWARD	15 Feb
SECTION 6	ASSOCIATION OF OLD CROWS (AOC) AWARD	15 Mar
SECTION 7	THE BATTENBURG CUP AWARD (Atlantic Fleet)	30 Mar
SECTION 8	CNO ENVIRONMENTAL QUALITY AWARD	1 Dec
SECTION 9	SECRETARY OF DEFENSE PHOENIX AWARD AND DEPARTMENT OF DEFENSE MAINTENANCE AWARDS	1 Dec
SECTION 10	SUPPLY DEPARTMENT AWARDS - CNO CAPTAIN EDWARD FRANCIS NEY AWARD - COMNAVAIRPAC FOOD SERVICE EXCELLENCE AWARD - COMNAVAIRPAC DORIE P. MILLER MEMORIAL AWARD FOR FOOD SERVICE EXCELLENCE - NAVSUP SHIP'S STORE BEST SALES AND SERVICE AWARD - COMNAVAIRPAC DISBURSING EXCELLENCE AWARD - CINCPACFLT PROJECT "BOSS" EXCELLENCE AWARD	
SECTION 11	MARJORIE STERRETT BATTLESHIP FUND AWARD	No Input Required

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 1 - SECRETARY OF THE NAVY ENERGY CONSERVATION AWARD

8100 GENERAL. The Secretary of the Navy Energy Conservation Award is an annual award presented by the Secretary of the Navy to Navy units and activities in seven award categories. These categories are:

A. Ships (crew of 400 or more).

B. Ships (crew of less than 400).

C. Aviation squadrons.

D. Shore activities (500 or more full-time employees).

E. Shore activities (less than 500 full-time employees).

F. Industrial activities.

8101 PURPOSE OF AWARD. The award is given to promote excellence in energy conservation and energy management within the Department of the Navy. The award recognizes outstanding leadership in energy management, innovations in the improvement of energy efficient equipment and energy conserving approaches to training, daily operations, and house-keeping and maintenance.

8102 NOMINATIONS. Nominations will be normally solicited annually to arrive at the TYPE COMMANDER NLT 15 Jan to support a due date to OPNAV not later than 15 February. Further details are provided in SECNAVINST 4101.1.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 2 - ARLEIGH BURKE FLEET TROPHY

8200 GENERAL. The Arleigh Burke Fleet Trophy is presented to that ship or air squadron of each fleet, selected by its Commander in Chief for having achieved the greatest improvement in battle efficiency during the current calendar year based on the battle efficiency competition. Winning the Battle 'E' for the cycle is not a prerequisite. Criteria for the award are set forth in CINCLANTFLTINST 3590.11 for Atlantic Fleet units and CINCPACFLTINST 3590.4 for Pacific Fleet units.

8201 NOMINATING PROCEDURES

A. Nominations for the award or negative reports are required to the type commander from each battle group and functional wing.

B. Nominating letters shall include a full resume' of all factors and rationale upon which the nomination is based and include a proposed citation.

C. Nominations shall be submitted to the type commander not later than 30 January of each year.

D. Sample format:

Comparative data/input is not to exceed two pages. Content should be presented in bullet format with emphasis on quantifiable and verifiable improvement, and contain the following:

1. COMPARISON STATISTICS (previous calendar year to current):

Factors include:

a. Previous position in competition and current attained Position;

b. Actual improvements in readiness as found in performance readiness ratings and exercise completion;

c. Command excellence awards (emphasizing improvement from previous year);

d. For aviation squadrons: sorties, CV landings, boarding Rates, landing grade averages, FMC and MC rates, DLQs and quals attained, contact time, and crew's combat ready status, among others.

NOTE: Inputs should compare previous year to current year to emphasize improvement in battle efficiency.

2. MISCELLANEOUS FIRSTS/ACCOMPLISHMENTS/CONTRIBUTIONS.

3. OPERATIONAL SUMMARY: Should contain highlights of the following:

a. Factors in operating schedule;

b. Commitments;

c. Noteworthy accomplishments during major exercises/deployment;

d. Other examples of extraordinary improvement in performance.

8202 CUSTODY OF THE AWARD. The trophy will be presented by the fleet Commander in Chief, on behalf of the Chief of Naval Operations, and is permanently retained by the winning ship or squadron.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 3 - ENGINEERING OFFICER OF THE WATCH (EOOW)/PROPULSION PLANT WATCH OFFICER (PPWO), ENGINEER OF THE QUARTER AND ENGINEER OF THE YEAR AWARDS

8300 GENERAL. The EOOW/PPWO Award is an annual award presented by the type commander recognizing contributions to force readiness made by Engineering Officers of the Watch in conventionally and nuclear powered carriers and Propulsion Plant Watch Officers in nuclear powered carriers. A companion award provides for the selection of an enlisted engineer of the quarter and an enlisted engineer of the year.

8301 PROCEDURES

A. Engineering Officer of the Watch/Propulsion Plant Watch Officer Award

1. Competition will commence on 1 January and end 31 December. Nominations from each carrier are desired.

2. All designated EOOWs are eligible regardless of rank. For nuclear powered carriers, competition will also be open to Propulsion Plant Watch Officers.

3. Evaluation of candidates shall be accomplished by a board to include:

a. Commanding Officer.

b. Engineer Officer.

c. A qualified EOOW who is not a candidate in competition.

d. A designated representative of the embarked carrier group commander, if available.

4. Nominations for the Engineering Officer of the Watch/Propulsion Plant Watch Officer Award shall contain as a minimum, but are not limited to, comments in the following areas:

a. Maintenance ability.

b. Leadership ability.

c. Training ability.

d. Operational abilities (i.e. watch standing).

e. Assigned duties.

f. Time period of observation.

g. Accumulated sea duty.

h. Retention of subordinates.

i. Military appearance.

B. Engineer of the Quarter Award. Each quarter, every carrier may nominate to the type commander an enlisted "Engineer of the Quarter" per the schedule listed below.

1 April - Nominees will be in an engineering rate E-3 or below including non-designated firemen.

1 July - Nominees will be an E-4 engineering rate.

1 October - Nominees will be an E-5 engineering rate.

1 January - Nominees will be in an engineering rate E-6 or above.

C. Engineer of the Year Award. Each carrier will select an enlisted “Engineer of the Year” who has achieved the highest level of sustained superior performance throughout the year. Winning the Engineer of the Quarter or being nominated is not a pre-requisite for Engineer of the Year.

8302 AWARDS

A. The winners of the Naval Air Force Engineering Officer of the Watch/ Propulsion Plant Watch Officer, and Engineer of the Year competition will receive a Navy Achievement Medal from the type commander. Presentation of these awards should be carried out during an appropriate ceremony.

B. The type commander will recognize each Engineer of the Quarter by issuing a suitable certificate.

8303 ACTION

A. Commanding officers shall develop selection criteria in accordance with the guidelines contained herein.

B. Battle group commanders are urged to participate in this program to emphasize the importance of engineering readiness.

8304 REPORTS

A. The names of each carrier's selectee as Engineer of the Quarter shall be submitted to the type commander by message or letter to arrive not later than the fifteenth of the month due. Submissions for Engineer of the Year and Engineer of the Quarter should include comments on each of the items in subparagraph a (4) of article 8301. Nominations for April and July may omit items (f), (g), and (h).

B. Forward nominations for the Naval Air Force EOOW/PPWO, and Engineer of the Year to the TYCOM by message or letter to arrive not later than January 15 of the following year. The TYCOM will then select the force EOOW/PPWO, and Engineer of the Year.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 4 - JUNIOR OFFICER SHIPHANDLING AWARD

8400 GENERAL. The Junior Officer Shiphandling Award is an annual award presented by the type commander to recognize shiphandling skill and to develop a spirit of enthusiasm among junior officers through competition with their contemporaries. The objective is to improve shiphandling proficiency, generate high morale, and increase retention of junior officers in the Naval service.

8401 PROCEDURES

A. Due to the size and complexity of aircraft carriers, shiphandling competition will be conducted on an individual ship basis.

B. Competition will be conducted annually, commencing 1 January and ending 31 December. A winner for each carrier will be selected and nominated via the ISIC for recognition by the type commander.

C. All officers in the grade of lieutenant commander and below, permanently assigned to ship's force, are eligible to participate in the shiphandling competition. However, individual officers are eligible for only one award at a single duty station.

D. Evaluation of candidates shall be accomplished by a board of four officers, as follows:

1. Commanding officer.

2. Navigator.

3. A line officer qualified officer of the deck, senior to any person being evaluated and not a candidate in the shiphandling competition, and

4. A designated representative of the embarked group commander, if available.

E. Evaluations shall be individually prepared by members of the board utilizing a standardized evaluation sheet. The evaluation as a minimum must cover the candidate's judgment; use of standard commands; ship control skill, including use of engines, rudder direction and timing; accuracy in positioning the ship; proper and timely dissemination of information to the commanding officer, navigator, flag watch officer, air officer, engineer officer, ship's company, etc.; and demeanor including confidence, decisiveness, alertness and command presence. Observation of shiphandling skills should be conducted during normal operating conditions, although special training evolutions, such as practice anchorages, may be scheduled by the ship to improve shiphandling skill and to afford all officers in competition the chance to participate in special evolutions. An evaluation sheet should be prepared after a period of observation which spans as many shiphandling evolutions as practicable. The evaluation period should last throughout the entire year, ideally enabling each candidate to receive several evaluations from each board member. This will provide board members with a better understanding of each candidate's knowledge and skill, and a more accurate measure of individual progress and all around proficiency.

F. During periods of observation/evaluation, each candidate should be required to demonstrate knowledge and skill in as many of the following evolutions as possible:

1. Navigation and piloting.

2. Approaches to an anchorage or pier. (Actual mooring or anchoring is not required.)

3. Preparations for getting underway.

4. Positioning of the ship for making the approach/making the approach to a delivery ship.

5. Conning alongside.

6. Tactical maneuvering.

7. Flight operations.

8. Emergency procedures. (Man overboard, aircraft crash/ditching, loss of steering, enemy torpedo, etc.)

G. A separate file of completed evaluations and any other applicable data shall be maintained on each candidate for use in determining the winner of the shiphandling competition. If the individual is transferred during the competitive year, this information should be forwarded to the next command, as appropriate.

H. Selection of unit winners shall be by the board listed in paragraph d, except that the group commander representative is not required unless available. Evaluation sheets shall be the primary means of comparing candidates and determining a winner. Any other available data may also be used, except time on board, relative seniority and previous sea experience, which are factors which may not be considered. Only one winner may be picked. No ranking or relative standing of the other candidates will be published or disclosed.

8402 AWARDS. Winners of the shiphandling competition will receive a Navy Achievement Medal from the type commander and a certificate suitable for wall mounting.

8403 ACTION

A. Commanding officers shall:

1. Develop selection criteria in consonance with the guidelines contained herein.

2. Ensure that the fitness reports of ship handling competition winners reflect this most significant accomplishment.

3. Consistent with operational requirements, ensure that eligible officers are afforded the maximum opportunity for participation and for actual shiphandling practice.

B. Group commanders are urged to personally supervise and participate in this program to help maintain interest and to emphasize the importance of professional shiphandling.

8404 REPORTS. The names of nominees for the shiphandling competition award shall be submitted to the ISIC by letter no later than 15 January following the competitive year. The letter will have as an enclosure a Personal Award Recommendation, OPNAV 1650/3 (Rev 3-76) form, with blocks 1, 2, 3, 4, 5, 6, 8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22, and 25 completed. A proposed citation is not required. Nominations will be endorsed and forwarded to reach the type commander no later than 31 January of the year following the competition in order to ensure eligibility.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 5 - ADMIRAL FLATLEY MEMORIAL AWARD

8500 GENERAL. The Admiral Flatley Memorial Award is sponsored by North American Rockwell International and is presented annually to the aircraft carrier demonstrating the most outstanding achievement in all aspects of aviation safety. Award criteria and submission requirements are set forth in OPNAVINST 1650.24. The trophy will be presented by the Chief of Naval Operations or his designated representative at a suitable ceremony.

8501 SELECTION CRITERIA. Presentation of the award will be based on a comprehensive evaluation of the following:

A. Class A and B aircraft flight, flight-related mishap and ground mishap rates sustained by the ship or embarked air wing.

B. Class A and B personal injury death (PID) and/or material property damage (MPD) mishap reports sustained by the ship and/or embarked air wing.

C. Embarked flight exposure (day/night).

D. Number of days ship was at sea/deployed.

E. Quality and timeliness of flight deck hazardous reports.

F. Contributions to aviation safety, submitted by either ship's company or embarked air wing personnel. Contributions may be ideas or recommendations for the improvement of aircraft safety; ground handling equipment; ship's facilities such as catapults, arresting gear, optical landing system, etc.; survival equipment; operational procedures/techniques; ship and aircraft NATOPS; corrective action resulting from hazard reporting and Explosive Incident Reports; effectiveness and value of ship's safety council meetings; published safety articles; or any other beneficial improvement. Contributions will be evaluated on the basis of originality, degree of hazard involvement, degree of hazard eliminated, extent of application, and frequency of exposure.

G. The type commander's overall appraisal of the ships under his cognizance.

8502 CUSTODY OF THE AWARD. The ship selected for this award shall receive temporary custody of the Admiral Flatley Memorial Award trophy, permanent custody of a replica of the trophy, and a citation from the Chief of Naval Operations. The trophy will remain in the custody of the winning ship for the duration of the subsequent award period.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 6 – ASSOCIATION OF OLD CROWS (AOC)

8600 GENERAL. The Association of Old Crows (AOC) annually presents awards to dedicated individuals and service units in recognition of their outstanding contributions and achievements in Electronic Warfare and related fields. Selection is based on criteria provided in annual CNO message forwarded by TYCOM.

8601 NOMINATIONS. Nominations will be normally solicited annually to arrive at the Type Commander NLT 15 March to support a due date to CINCLANTFLT no later than 1 April.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 7 - THE BATTENBURG CUP AWARD

8700 GENERAL. An annual award presented within the Atlantic Fleet as a symbol of excellence, the Battenburg Cup will be presented to the Battle Efficiency "E" winning ship or submarine which has the greatest accumulation of crew achievements. One ship will be nominated per TYCOM. Winning the Battle 'E' is a prerequisite. Basic criteria for the award are set forth in CINCLANTFLTINST 3590.11.

8701 SELECTION CRITERIA

A. Nomination for the award by the promulgated Battle 'E' winner is required to the TYCOM via the ISIC.

B. Nominating letters shall include a full resume of all factors and rationale upon which the nomination is based, including a proposed citation.

C. Nomination shall be submitted to the TYCOM not later than 30 March of each year.

D. Nomination format can include the following:

1. CREW ACHIEVEMENTS: unit awards, recognition, Battle 'E'/ departmental excellence awards, NEY Award, Captain's Cup, Flatley Award, etc

2. COMMUNITY INVOLVEMENT: civilian community recognition, adopt-a-school, habitat for humanity, etc. Emphasize achievement over participation.

3. INDIVIDUAL MILITARY RECOGNITION: SWO/ESWS/EAWS/Sailor of Year (outside command), MOVSM (Military Outstanding Volunteer Service Medal), etc.

4. NOTEWORTHY CERTIFICATION/INSPECTION/ASSESSMENT RESULTS: (ORSE, E-QUAL, CSRA, SMI, etc)

5. OPERATIONAL SUMMARY HIGHLIGHTS: (Significant/unusual factors in operating schedule, commitments, major exercise participation/deployment noteworthy events, other examples of extraordinary performance.)

6. MISCELLANEOUS FIRSTS/ACCOMPLISHMENTS/CONTRIBUTIONS.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 8 - CNO ENVIRONMENTAL QUALITY AWARD

8800 GENERAL. The CNO Environmental Quality Award is an annual award presented by the CNO to the ship showing the greatest initiative toward operating in an environmentally acceptable manner. The award is given to stimulate outstanding performance in the pursuit of enhancing and protecting the environment. Selection is based on criteria in OPNAVINST 5090.1.

8801 NOMINATIONS. Nominations will be normally solicited annually to arrive at the Type Commander NLT 15 October to support a due date to CINCLANTFLT no later than 1 November.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 9 - SECRETARY OF DEFENSE PHOENIX AWARD AND DEPARTMENT OF DEFENSE MAINTENANCE AWARDS.

8900 GENERAL. The Secretary of Defense Phoenix Award and the Department of Defense Maintenance Awards shall be presented annually to recognize outstanding military units based on the criteria outlined herein. The name of the Phoenix Award refers to the "long life" given to equipment by sustained quality maintenance and "rejuvenation" of equipment through maintenance programs. The competitive period covers 12 months beginning October 1 and ending September 30 of the following year.

8901 SPONSOR AND DESCRIPTION OF AWARDS. The Secretary of Defense Phoenix Award and the Department of Defense Maintenance Awards, established by the office of the ASD (MI&L), are made available to the Department of Defense by the ADPA. The Phoenix Award shall be presented annually to the unit exemplifying the spirit of the Phoenix (long life and rejuvenation) through its equipment maintenance program. The continuous cycle of preventive and corrective maintenance ensures that equipment does not wear out prematurely, and that it remains in service until new designs render it technologically obsolete. The Department of Defense Maintenance Awards shall be given for significant maintenance achievements and shall be limited in number to six awards annually, two (first place and runner-up) in each of three categories. One of the three winners shall be the overall Department of Defense winner and be awarded the Secretary of Defense Phoenix Award and a plaque replica of the trophy. The Phoenix award is a unique trophy, engraved with its name and reference to the ADPA. The Department of Defense Awards are original plaques presented to the winner and the runner-up in each remaining category.

8902 PURPOSE OF AWARD. Both the Secretary of Defense Phoenix Award and the Department of Defense Maintenance Awards are intended to:

A. Improve material readiness throughout the department of Defense by providing a positive incentive for extraordinary maintenance efforts.

B. Improve efficiency and reduce waste by encouraging innovative management and use of resources.

C. Provide recognition of below depot-level maintenance programs at the unit level.

D. Aid development of competitive programs among the military services by providing higher level competition and commensurate recognition.

E. Enhance maintenance awareness throughout the Department of Defense.

8903 CATEGORIES OF COMPETITION

A. Units shall compete in one of three categories:

1. Twenty-five to 300 authorized personnel.

2. 301 to 999 authorized personnel.

3. 1000 or more authorized personnel.

B. In order to be considered units must have operated under the authorized structure for at least half of the competitive period.

8904 NOMINATIONS. SECNAVINST 4790.3 and DODINST 1348.30 provides award nomination guidance for the Secretary of Defense Maintenance Awards Program. Nominations will be normally solicited annually to arrive at the Type Commander NLT 1 December to support a due date to the Office of the Assistant Secretary of Defense (OASD) not later than 20 March following the end of the competitive period.

CHAPTER 8 - AWARDS AND TROPHIES

SECTION 10 - SUPPLY DEPARTMENT AWARDS

81000 CNO CAPTAIN EDWARD FRANCIS NEY AWARD. The Chief of Naval Operations Captain Edward F. Ney Award is an annual award co-sponsored by the Secretary of the Navy and the International Food Service Executive Association (IFSEA); and named after the head of the Bureau of Subsistence during World War II. It was established as a means of recognizing afloat general messes with outstanding preparation and service of food, and superior overall management. First and second place awards are presented to those ships demonstrating superlative performance in each category. Reference: NAVSUPINST 5061.2.

81001 COMNAVAIRPAC CARL SCHEUEFELE MEMORIAL AWARD FOR FOOD SERVICE EXCELLENCE. The Carl Scheuefele Award is an annual award presented by COMNAVAIRPAC to the CV/CVN which demonstrates the finest food service operation for Chief Petty Officer’s messes. Inspection is conducted annually in conjunction with the Supply Management Inspection (SMI) visit. Reference: COMNAVAIRPACINST 5061.4.

81002 COMNAVAIRPAC DORIE P. MILLER MEMORIAL AWARD FOR FOOD SERVICE EXCELLENCE. The Dorie P. Miller Award is an annual award presented by COMNAVAIRPAC to the CV/CVN which demonstrates the finest food service operation for wardroom messes. Inspection is conducted annually in conjunction with Supply Management Inspection (SMI) visit. Reference: COMNAVAIRPACINST 5061.2.

81003 COMNAVSUPSYSCOM/NEXCOM SHIP'S STORE RETAIL AND SERVICE EXCELLENCE AWARD. The Commander, Naval Supply Systems Command (COMNAVSUPSYSCOM) and Commander, Navy Exchange Service Command (NEXCOM) sponsor the Ship’s Store Retail and Service Excellence Award Program. The Ship's Store Retail and Service Excellence Award is an annual award presented by COMNAVSUPSYSCOM to formally recognize contributions of the Ship’s Serviceman personnel to the quality of life of the afloat Sailor and Marine by evaluating their performance in daily operations and services, customer surveys, and performance trends. Inspection is conducted annually in conjunction with Supply Management Inspection (SMI) visit. Reference: NEXCOMINST 4067.5.

81004 COMNAVAIRPAC DISBURSING EXCELLENCE AWARD. The Disbursing Excellence Award is an annual award presented by COMNAVAIRPAC to the CV/CVN to formally acknowledge significant contributions by afloat disbursing divisions to the operational success of aircraft carriers they support. This award signifies sustained superior service and technical excellence in conjunction with flawless accountability. Inspection is conducted annually in conjunction with Supply Management Inspection (SMI) visit. Reference: COMNAVAIRPACINST 5061.5.

81005 CINCPACFLT PROJECT "BOSS" EXCELLENCE AWARD. Sponsored by the Commmander in Chief, U.S. Pacific Fleet, the annual Project "Buy Our Spares Smart (BOSS)" Excellence Award is presented to that ship which has shown the greatest initiative in providing inputs to reduce the cost of purchasing spare parts. Reference: CINCPACFLTINST 4200.1.

81006 COMNAVAIRPAC POST OFFICE EXCELLENCE AWARD. The Post Office Excellence Award is an annual award presented by COMNAVAIRPAC to the CV/CVN to formally recognize outstanding postal service aboard aircraft carriers with emphasis on operations and service to the crew. Inspection is conducted annually in conjunction with Supply Management Inspection (SMI) visit. Reference: COMNAVAIRPAC 1650.14.

CHAPTER 8 – AWARDS AND TROPHIES

SECTION 11 - MARJORIE STERRETT BATTLESHIP FUND AWARD

81100 GENERAL. The Marjorie Sterrett Battleship Fund Award shall be in the form of a monetary contribution awarded annually for the benefit of the enlisted crew members of one ship in both the U.S. Atlantic and Pacific Fleets. Eligibility will rotate between the type commanders as designated by the Chief of Naval Operations. The award will be presented to the ship selected by the specified type commander as most deserving. In CNAL/CNAP, it is awarded to the ship that stands first in the Battle Efficiency Competition; no input from the ships is required. OPNAVINST 3590.11 sets forth the detailed procedures for distribution and expenditure of such income as the trustees of the fund make available.

APPENDIX I

TRAINING REQUIREMENTS

EXPLANATION OF REQUIREMENTS PAGES

1. Training requirements are grouped by mission area. For each mission area, the first page lists the exercises required to be completed during each major part of the inter-deployment training cycle (IDTC). The second and subsequent pages are included with each mission area and contain miscellaneous information on resources required in order for the ship to complete the exercises, training events (assist visits, etc.), and formal courses of instruction required for the ship to remain proficient in the particular mission area.

2. Explanation of columns:

A. Page 1:

1. Number/Name: indicates the FXP exercise number, or local abbreviation for an event.

2. Title: indicates the title of the requirement.

3. DEPT: letters in this column indicate the departmental readiness rating(s) to which the exercise contributes. Letter codes: A - Air, C - Combat Systems, D - Damage Control, S -Deck, E - Engineering/Reactor, M - Medical, N - Navigation, O - Operations, W - Weapons, I - AIMD.

4. SHKDN: indicates the number of times an exercise should be conducted during Shakedown training following construction, overhaul or SLEP.

5. PRE-TSTA: a symbol in this column indicates the requirement should be completed during the Basic phase of the IDTC, before TSTA I/II. Many of these requirements can and should be performed before the ship gets underway for sea trials.

6. TSTA I/II: a symbol in this column indicates the requirement should be completed during the first underway TSTA of the Basic phase.

7. TSTA III: a symbol in this column indicates the requirement is to be performed during the second underway TSTA of the Basic phase. If scheduling constraints preclude conduct of a separate TSTA III, these requirements should be completed during another TSTA period.

8. FEP: a symbol in this column indicates the requirement should be completed during FEP.

9. TSTA IV: a symbol in this column indicates the requirement is to be performed during TSTA IV.

10. INT: a symbol in this column indicates the requirement is to be performed during the Intermediate phase.

11. ADV/DEP: a symbol in this column indicates the requirement is

to be performed at the periodicity indicated during advanced phase and throughout the deployment.

12. COMPEX: indicates the number of times an exercise must be graded as a competitive exercise each calendar year.

13. EQUIVALENT: indicates courses and training devices which provide essentially the same level of training as the listed exercise and which may be substituted upon approval of the ISIC.

3. SAFETY PRACTICES DURING EXERCISES. Strict adherence to safety standards is of paramount importance and is a command responsibility. Prevention of accidents and elimination of unsafe practices must be pursued aggressively at all levels. Many safety violations can be corrected on the spot; others may require modification of procedures. All training team members are safety observers and shall be qualified for the area/watch station assigned. The attention of the training team will be directed exclusively toward the prevention of accidents and immediate identification of unsafe practices that may hazard personnel or equipment.

4. CV ENGINEERING TRAINING REQUIREMENTS. The engineering matrix lists those engineering exercises an aircraft carrier is expected to demonstrate in the basic phase in terms of FXP requirements. The matrix indicates the TSTA period in which an exercise will normally be conducted. The actual list of exercises in the engineering phase will be determined by the ISIC, in conjunction with ATG and the ship, based upon the CART II results and the ships tailored syllabus. The training requirements for engineering drills in the matrix, where symbols and numbers appear (e.g. 1@) indicates the ship may be expected to complete the exercise in all MMRs and AMRs if applicable. However, the exercise may be waived by ISIC based upon a successful completion of the exercise in TSTA I. The ISIC may request these or other exercises to be conducted based on tailored deployment area requirements. Upon demonstration of the prescribed capability, ships will report completion against the appropriate line item regardless of whether completed during TSTA I or TSTA II.

A. ENGINEERING TRAINING EXERCISES. The engineering training exercises contained in the MOB-E exercise requirements in para 6 are based on the ship’s master EOCC. Paragraph 6 divides casualty control drills into four drill families based on commonality of procedures and the ship’s systems involved. Each family is subdivided into core and elective groupings carefully chosen by PEB, SURFPAC/SURFLANT, AIRPAC/AIRLANT engineers. Core drills are those considered to be the most significant with respect to plant operations or potential for personnel injury or equipment damage. In order to maintain M2 training readiness: all core drills must be satisfactorily completed every 6 months. All elective drills must be completed over an 18 month period, meaning approximately one third must be completed every 6 months. When the core drills and the required amount of elective drills in a drill family have been completed, the entire drill family will be reported as completed by TRNGREP. The code 9999 will be used in the field score of the elective drills not actually conducted. Exercises shall be satisfactorily completed by qualified Condition IV watch teams in order to be reported as complete. The CHENG/ETT Leader will adjust the complexity of the drills as the watch section proficiency increases. Engineering drills require more than conducting large number of drills. Good drill preparation and feedback, as well as seminars and

evolutions training, are required to develop proficiency. Drills which use only one shaft engine or AMR do not need to be accomplished by the other MMRs or

AMRs in order to be reported as completed, however the CHENG/ETT leader will ensure that each space has had exposure to all drills over the course of several training quadrants. Due to the size and plant arrangement of an aircraft carrier, it is critical that all spaces have exposure to all drills.

B. MOB-E EXERCISE GROUPINGS FOR CONVENTIONAL AIRCRAFT CARRIERS.

1. MAIN ENGINE/SHAFT FAMILIES

a. CORE DRILLS

MOB-E-008	HOT BRG MAIN ENGINE
MOB-E-009	LOSS L/O PRESSURE MAIN ENGINE
MOB-E-010	MAJOR L/O LEAK MAIN ENGINE
MOB-E-109	LOSS OF MAIN ENGINE VACUUM

b. ELECTIVE DRILLS

MOB-E-008	HOT LINE SHAFT BRG
MOB-E-110	JAMMED THROTTLE
MOB-E-007	NOISE VIBRATION MAIN ENGINE/SHAFT

2. BOILER/FEEDWATER FAMILY

a. CORE DRILLS

MOB-E-107	FIRE BLR AIRCASING
NONE	HEAVY BLACK SMOKE
MOB-E-101	HIGH BLR WATER
MOB-E-014	LOW BLR WATER
MOB-E-100	LOSS OF MAIN FEED CONTROL
MOB-E-105	LOW WATER DFT
MOB-E-005	MAJOR F/O LEAK
MOB-E-108	WHITE SMOKE
MOB-E-103	LOSS OF BLR FIRES

b. ELECTIVE DRILLS

MOB-E-106	BOILER EXPLOSION
MOB-E-102	RUPTURE BLR TUBE
MOB-E-105	RUPTURE DFT PIPING
MOB-E-006	LOSS OF CONTROL AIR

3. ELECTRIC FAMILY

a. CORE DRILLS

MOB-E-111	LOSS VACUUM AUX CONDENSER
MOB-E-112	HOT BEARING SSTG
MOB-E-113	LOSS L/O PRESSURE SSTG

b. ELECTIVE DRILLS

NONE	UNUSUAL NOISE VIBRATION SSTG
MOB-E-012	CLASS C FIRE SSTG
MOB-E-114	L/O LEAK SSTG

4. INTEGRATED FAMILY

a. CORE DRILLS

MOB-D-9-SF	CLASS B FIRE IN MAIN SPACE
MOB-E-011	CLASS C FIRE SWBD
NONE	CLASS C FIRE IN EDS
MOB-E-003	LOSS OF STEERING CONTROL
MOB-D-21-SF	FLOODING MAIN SPACE
MOB-E-115	MAJOR STEAM LEAK

C. TRIAL REPORTS. Economy trials are required when directed by higher authority. Economy trials need only be accomplished when specifically directed by Type Commander/ISIC representatives in response to specific tasking such as determining fuel consumption rates, etc. When applicable, all trial reports shall be accomplished using guidance and forms called for in OPNAVINST 9094.1B. Once endorsed by the Type Commander, the original copy of graded trial report shall be provided to Commander, Naval Sea Systems Command (SEA03).

D. CV/CVN AUXILIARY ENGINEERING TRAINING EXERCISES: MOB-E-003-SF and MOB-E-004-SF shall be performed by all aircraft carriers. All other exercises shall be performed by CVs only. CVN exercises shall be conducted in accordance with the NREDM.

AW MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
AAW-01-CV	AAW ENVIRONMENTAL SUPPORT	O		1	1	1			1	Q		
AAW-02-SF	LINK-11 OPERATIONS	O, C	1#	1	1#	1	1			Q		LINKEX
AAW-02-CV	LINK-16 OPERATIONS	O,C	1#	1	1#	1	1			Q		
AAW-03-I	AIR INTERCEPT CONTROL	O	2$	1	4$		1		1*	Q		K-221-0044, %
AAW-03-SF	RADAR/IFF TRACKING	O	1	1	1		1		1*	Q		AAWEX, %
AAW-04-SF	AA TARGET DESIGNATION AND ACQUISITION (NON-FIRING)	O	2***	1	2***		1			S	1	AAWEX, %
AAW-05-I	MULTI-TARGET PROCESSING/CAP COORDINATION	O		1	2***		1		1*	Q		%
AAW-06-SF	SUPERSONIC AAW TARGET	O		1	2***				2***	S	1	%
AAW-07-I	ECCM/CAP COORDINATION	O			1					S		20B4(PARTIAL)
AAW-07-SF	TACTICAL AAW	O			1				1*	NOTE 1		%
AAW-08-I	TACTICAL AAW/CAP/MSL	O		1	1				1	NOTE 2		K-221-0085, %
AAW-09-I	TACTICAL AAW/CAP/MSL/ECCM	O					1		1	S		K-221-0085
AAW-10-I	COORDINATED CAP/MSL FLT AAW	O					1		1	S		
AAW-10-SF	ANTI-SHIP MISSILE DEFENSE (NON-FIRING)	O	2***	1	2***	1	1			Q	1	%
AAW-11-I	COORDINATED CAP/MSL AAW/ECCM	O					1		1	S		
AAW-11-SF	ANTI-SHIP MISSILE DEFENSE (FIRING)**	O							1	NOTE 1	1	AAW-27-SF
AAW-11A-SF	ANTI-SHIP MISSILE DEFENSE (STREAM)(FIRING)**	O							1	NOTE 5		
AAW-13-I	COMBINED INPORT TACTICAL EXERCISE	O								NOTE 3*		VSS/BATTLEX
AAW-14-SF	AUTO AIR DETECT/TRACK	O	1***	1*	1***		1			Q*		20B4
AAW-15-I	A/C CNTRL-BROADCAST CONTROL INTERCEPT	O							1	S		
AAW-15-SF	INFORMATION PROCEDURES (EACH ID OPERATOR)	O		1*						NOTE 3		%, BATTLEX
AAW-16-I	BATTLEGROUP ASM DEFENSE	O							1	NOTE 2		
AAW-17-SF	LINK-11 INTRUSION/JAM	O, C					1			S		
AAW-20-SF	PHALANX/CIWS READINESS EVALUATION	O	1	1	2	1	1		1	Q	1	
AAW-21-SF	PHALANX/CIWS TDU FIRING (ALL MOUNTS)**	O	1			1	1			NOTE 1	1	
AAW-24-SF	DTE (NON-FIRING)	O			1 ***	1 ***	1 ***			S (NOTE 4)	1	
AAW-24-CV	DTE (NON-FIRING)	O			1 ***	1 ***	1 ***			S (NOTE 4)		
NCO-32-SF	ANTI-TERRORIST LOW SLOW FLYER	O	1		1	1	1		1	S		

LEGEND:

* MAY BE DONE INPORT

** IN ADDITION TO OTHER FXP-2 REQUIREMENTS, TGT SHOULD BE CONFIGURED WITH RADAR CROSS SECTION LESS THAN 0.5 SQ METER. ON A CASE BY CASE BASIS, TYCOM WILL CONSIDER WAIVER TO ALLOW SHIPS TO SHOOT AT A TALD TARGET OR LARGER RCS TARGET IF THAT IS THE ONLY OPTION (WAIVER MUST BE REQUESTED PRIOR TO CONDUCT OF EXERCISE).

*** PER CONDITION III WATCH SECTION

NOTE 1: 12 MONTH CYCLE

NOTE 2: 15 MONTH CYCLE

NOTE 3: 18 MONTH CYCLE

NOTE 4: AIRPAC UNITS WILL PERFORM AAW-24-SF. AIRLANT UNITS WILL PERFORM AAW-24-CV IAW CNALINST C9093.2C.

NOTE 5: PERFORM IAW TACMEMO 3-01.4-98, SHIP'S DOCTRINE, AND TRAINING ADVISORIES.

S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE

Q QUARTERLY DURING THIS PART OF THE CYCLE

PER TRACK SUPERVISOR

$ DIFFERENT CONTROLLER REQUIRED FOR EACH EXERCISE

% VSS, 20B4

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
AAW-01-CV	AAW ENVIRONMENTAL SUPPORT				
AAW-02-SF	LINK-11 OPERATIONS			LINK-11 CAPABLE UNIT	
AAW-02-CV	LINK-16 OPERATIONS			LINK-16 CAPABLE UNITS	
AAW-03-I	AIR INTERCEPT CONTROL			2 ACFT (F-14/F-18)	
AAW-03-SF	RADAR/IFF TRACKING			1 OR MORE JET ACFT/LEAR	
AAW-04-SF	AA TARGET DESIGNATION AND AQUISITION (NON-FIRING)			2 OR MORE ACFT	
AAW-05-I	MULTI-TARGET PROCESSING/CAP COORDINATION			2 TGT ACFT, 2 CAP	
AAW-06-SF	SUPERSONIC AAW TARGET			1 SUPERSONIC ACFT	
AAW-07-I	ECCM/CAP COORDINATION		1 ALE41 POD	4 ACFT (CHAFF/TGT/CAP)	
AAW-07-SF	TACTICAL AAW			2 ACFT PER DIRECTOR	
AAW-08-I	TACTICAL AAW/CAP/MSL			4 ACFT (2TGT/2CAP)	
AAW-09-I	TACTICAL AAW/CAP/MSL/ECCM			5 ACFT (2 TGT/2 CAP/1 JAM)	
AAW-10-I	COORDINATED CAP/MSL FLT AAW			6 ACFT (2 TGT/2 CAP/1(LEAR) +1 AEW)	
AAW-10-SF	ANTI-SHIP MISSILE DEFENSE (NON-FIRING)			1 ACFT (LEAR)	
AAW-11-I	COORDINATED CAP/MSL AAW/ECCM			5 ACFT (2 TGT/2 CAP/1 JAM) + E-2/SHIP	
AAW-11-SF	ANTI-SHIP MISSILE DEFENSE (FIRING)	1 TALD/BQM	1 RIM-7M	1 ACFT (DROP A/C)	HOT AREA/2 HOURS
AAW-13-I	COMBINED INPORT TACTICAL EXERCISE			1 OR MORE FTV AND LINK SHIPS	
AAW-14-SF	AUTO AIR DETECT/TRACK			10 OR MORE ACFT W/ MODE 2	
AAW-15-I	A/C CNTRL-BROADCAST CONTROL INTERCEPT			2 ACFT (MIN 1 FIGHTER)	
AAW-15-SF	INFORMATION PROCEDURES				
AAW-16-I	BATTLE GROUP ASM DEFENSE			3 AW SHIPS + APPROX 12 ACFT	
AAW-17-SF	LINK-11 INTRUSION/JAM			3 LINK-11 UNITS	
AAW-20-SF	PHALANX/CIWS READINESS EVALUATION			1 ACFT FOR TRACKING PHASE (LEAR)	
AAW-21-SF	PHALANX/CIWS TDU FIRING (ALL MOUNTS)	1 TDU	900RDS 20MM	1 ACFT (TGT TRACTOR(LEAR))	HOT AREA 2 HOURS
AAW-24-SF	DTE (NON-FIRING)			1 ACFT, LEAR	
AAW-24-CV	DTE (NON-FIRING)			1 ACFT, LEAR	
NCO-32-SF	ANTI-TERRORIST LOW SLOW FLYER			1 ACFT	

AW MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
NSSMS CERTIFICATION	ONCE PER CYCLE DURING	CNAL/CNAP INST 3600.2 SERIES
	TSTA I/II UNDERWAY	CNALINST C9093.2 SERIES, FXP-2
		NAVSEA OP 3594 VOL 8A REV 3

AW MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
J-113-1011	AN/SYS-2(V) IADT	MINIMUM 6 OS PERSONNEL
K-221-0015	AICS TRAINING	MINIMUM 2 OR IAW OPNAVINST 1211.2 SERIES
K-221-0027	AIC TRAINING	MINIMUM 6 OS2 & ABOVE OR IAW OPNAVINST 1211.2 SERIES
K-221-0044	AIC PROFICIENCY MAINTENANCE	AS NEEDED FOR AIC PROFICIENCY IAW OPNAVINST1211.2 SERIES
S-2A-2808	TOPGUN AIC TRAINING OFFICER	1 AICS MINIMUM
A-121-0510	NSSMS MISSILE HANDLING TEAM TRAINING	AS NEEDED TO MAINTAIN PROFICIENCY

AMW/MIW/STW MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE_TSTA	TSTA_I/II	TSTA_III	FEP	TSTA_IV	INT	ADV/DEP	COMPEX	EQUIVALENT
STW-01-CV	ENV SUPPORT FOR STK OPS	O		1	1				1	Q	1	
STW-14-A	CONVENTIONAL WPNS STRIKE	O							1	S		

LEGEND: Q QUARTERLY DURING THIS PART OF THE CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

AMW/MIW/STW MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
STW-01-CV	ENV SUPPORT FOR STK OPS				
STW-14-A	CONVENTIONAL WPNS STRIKE		MK 76	CVW - STRIKE & DEFENDING ACFT	INST RNG 2HRS

AMW/MIW/STW MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
MINE READINESS ASSESSMENT	ONCE PER CYCLE	

AMW/MIW/STW MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
C-646-3107	DST	MINIMUM 7 AO'S (E3-E4)
C-122-3111	AIR LAUNCHED WEPS (INT)	MINIMUM 6 (AO/GM'S, E3-E5)
C-122-3113	LASER GUIDED BOMBS	MINIMUM 6
C-646-4108	AIR LAUNCHED WEPS SUPVSR	ALL WEPS TEAM LEADERS AND ABOVE
C-646-3104	AIR LAUNCHED WEPS (GEN)	ALL AO'S
SLATS	SLATS	MINIMUM 1 (OPS,CDCO,STK OPS)
CVW SLATS	CVW SLATS	MINIMUM 1 (OPS, CDCO, STK OPS)
D-2D-1623	TAMPS/MISSION REHEARSAL PLANNERS COURSE	MINIMUM 3 (INTEL OFF + 2 IS PERSONNEL)
J-2G-0007	TOMAHAWK TACT CDR'S CSE	MINIMUM 1 (OPSO,STKOPS,CDCO)
D-2D-1621	AIR-DEL CONV WEPS EMPLOY	MINIMUM 1 OFF
S-3A-0003	JOINT TARGETING OFFICER	MINIMUM 1 OFFICER
A-2G-2766	SQD MINING OFFICER	MINIMUM 2
K-2G-5001	STW JAOSC	STK, A STK
K-2G-5002	CTAPS BASIC OPERATORS COURSE	A STK

SUW MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE_TSTA	TSTA_I/II	TSTA_III	FEP	TSTA_IV	INT	ADV/DEP	COMPEX	EQUIVALENT
SUW-1-SF	COMBINED AIR/SURFACE TRACKING	O	1	1					1*	NOTE 1		SUW/SLAMEX
SUW-1-I	OTH-SURV/SRCH/DETECT	O					1		1	NOTE 2		
SUW-3-I	SUW FREEPLAY	O							1	NOTE 2		
SUW-8-A	SLEDGEHAMMER	O							Q	Q		
SUW-9-SF	SURFACE TRACKING	O	2	1*	2		1			NOTE 2		20B4
SUW-12-SF	VISUAL ID COUNTERING	N, O			1	1	1			S		
SUW-17-SF	SHRT RNG, HIGH SPD SURF ENG W/ MACHINE GUN	C, W	1	1	1		1			Q		
SUW-20-SF	CONVENTIONAL SURFACE TRACKING	O	2	1	2		1			NOTE 2		SUW/SLAMEX
NCO-33-SF	SMALL BOAT ATTACK	O	1		1	1	1			S		

LEGEND:
* MAY BE DONE INPORT
NOTE 1: 12 MONTH CYCLE
NOTE 2: 15 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

SUW MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
SUW-1-SF	COMBINED AIR/SURFACE TRACKING			1 TGT ACFT, 2 TGT SHIPS	
SUW-1-I	OTH-SURV/SRCH/DETECT			1 ACFT, 1 ORANGE SHIP	
SUW-3-I	SUW FREEPLAY			1 MPA, 1 JET, 2 SHIPS, 1 SUB	
SUW-8-A	SLEDGEHAMMER			1 ORANGE SHIP, 1 ACFT	
SUW-9-SF	SURFACE TRACKING			1 SHIP	
SUW-12-SF	VISUAL ID COUNTERING			1 EXTERNAL OBSERVER	
SUW-17-SF	SHRT RNG, HIGH SPD SURF ENG W/ MACHINE GUN	DRUM/SMOKE	300 RNDS PER MT		
SUW-20-SF	CONVENTIONAL SURFACE TRACKING			TGTS OF OPPORTUNITY	
NCO-33-SF	SMALL BOAT ATTACK	SBU/SEPTAR		SPEED BOATS	

SUW MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	SUPPORT SERVICES	REFERENCE
SUWEX/SLAMEX	MONTHLY INPORT DURING IDTC	FCTCPAC/LANT	

SUW MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
K-2G-0127	OTH-T C4I	CDCO, SUW MOD OFF, + 3 E7 & ABOVE
J-2E-2312	JMCIS STAFF C2	ALL OS E7-E9 + 2 SUW MOD OFFICERS

USW MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
ASW-01-CV	NIXIE SLQ-25 DEPLOYMENT	O		1	2		1		1	Q		
ASW-01-I	SEARCHEX	O			1				1	S	1	
ASW-02-CV	ASW ENVIRONMENTAL SUPPORT	O		1					1	Q	1	
ASW-02-I	COORD DATUMEX	O			1				1	NOTE 1	1	
ASW-03-I	SEARCH/ATTACK SUBS TRANSITING	O			1				1	NOTE 1	1	
ASW-04-I	OPPOSED SORTIE EX	O								S		
ASW-05-I	SHALLOW WATER ASW	O								NOTE 2		
ASW-05-CV	ASW COORD/COMM	O		1	1*		1			NOTE 2		
ASW-05-SF	OWN SHIP ACOUSTIC SIG	O		1						S		
ASW-07-I	DELOUSING EXERCISE	O		1	2*		1			NOTE 1		
ASW-08-I	CHOKE POINT EXERCISE	O								S		
ASW-08-CV	TORPEDO EVASION	O				1	1		1	Q		
ASW-09-CV	EVASIVE STEERING	O, N			1				1	Q		
ASW-09-I	INNER ZONE SCREENEX	O								S		
ASW-10-I	OUTTER ZONE SCREENEX	O								S		
ASW-12-I	MULTI-ACFT COORDINATED TACTICS	O							1	NOTE 2		
ASW-13-I	TACTICAL LINKEX	O			1				1	S		
ASW-15-SF	SUB FAMILIARIZATION	O			1				1	NOTE 1		
ASW-40-SF	HELO CONTROL - ASW SCREEN	O	1	1	1					S		
ASW-42-SF	SHIP/FIXED-WING ACFT COORDINATION	O							1	S		

LEGEND:
NOTE 1: 9 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
* PER WATCH SECTION
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

USW MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
ASW-01-CV	NIXIE SLQ-25 DEPLOYMENT				
ASW-01-I	SEARCHEX			1 USW ACFT, 1 SUB	
ASW-02-CV	USW ENVIRONMENTAL SUPPORT				
ASW-02-I	COORD DATUMEX		SONOBUOYS	1 USW ACFT, 1 SUB	
ASW-03-I	SEARCH/ATTACK SUBS TRANSITING		SONOBUOYS	1 USW ACFT, 1 SUB	
ASW-04-I	OPPOSED SORTIE EX		SONOBUOYS	1 USW ACFT, 1 USW SHIP, 1 SUB	
ASW-05-I	SHALLOW WATER ASW		SONOBUOYS	1 USW ACFT, 1 USW SHIP, 1 SUB	
ASW-05-CV	ASW COORD/COMM				
ASW-05-SF	OWN SHIP ACOUSTIC SIG		SONOBUOYS	USW ACFT OR TAIL SHIP	
ASW-07-I	DELOUSING EXERCISE		SONOBUOYS	1 USW ACFT	

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
ASW-08-I	CHOKE POINT EXERCISE		SONOBUOYS	USW SHIPS, ACFT, 1 SUB	
ASW-08-CV	TORPEDO EVASION			1 HELO	
ASW-09-CV	EVASIVE STEERING				
ASW-09-I	INNER ZONE SCREENEX		SONOBUOYS	USW ACFT, SHIPS, 1 SUB	
ASW-10-I	OUTTER ZONE SCREENEX		SONOBUOYS	USW ACFT, SHIPS, 1 SUB	
ASW-12-I	MULTI-ACFT COORDINATED TACTICS		SONOBUOYS	USW ACFT, 1 SUB	
ASW-13-I	TACTICAL LINKEX			1 USW LINK CAPABLE AIRCRAFT	
ASW-15-SF	SUB FAMILIARIZATION		SONOBUOYS	1 USW ACFT, 1 SUB	
ASW-40-SF	HELO CONTROL - ASW SCREEN			1 HELO (HS/HSL)	
ASW-42-SF	SHIP/FIXED-WING ACFT COORDINATION		SONOBUOYS	MPA, HS/L ACFT, 1 SUB	

USW MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
J-2G-0367	USWM WATCH OFFICER CSE	ALL USW MOD WATCH OFFICERS
K-2G-2502	COORDINATED ASW	ALL USW MOD WATCH OFFICERS
D-210-0005	ACOUSTICS 2 REFRESHER	ALL AW/STG E-6 AND BELOW (1 PER CYCLE)
K-221-2503	ASTAC	MINIMUM 4 OR IAW OPNAVINST 1211.2 SERIES
A-221-0001	SCAC	SCAC OR PREVIOUSLY QUALIFIED ASTAC

CCC (C2) MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
AAW-04-I	AIRCRAFT CONTROL-LOST PLANE HOMING	O	4**	1*	4**				1*	Q	2**	
CCC-6-SF	R/T DRILLS	O	1	1*	1		1		1	Q	1	
CCC-7-SF	TACTICAL MANEUVERS	O, N	4	1*	4					Q		20B4/VSS/RAVIR
CCC-12-SF	IMITATIVE DECEPTION	O							1	S		
CCC-17-SF	LINK-11 FAST FREQ CHANGE	O, C	2#	1*	2#		1		1*	Q	2#	LINKEX
CCC-28-SF	LINK-11 OPERATIONAL TEST (LONG LOOK)	O		1						NOTE 1		
MOB-S-14-SF	SAREX	O			1	1				S		

LEGEND:

* MAY BE PERFORMED INPORT
** DIFFERENT CONTROLLER REQUIRED FOR EACH EXERCISE
NOTE 1: 15 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
PER TRACK SUPERVISOR
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

CCC (C2) MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
AAW-04-I	LOST PLANE HOMING			1 ACFT	
CCC-6-SF	R/T PROCEDURES				
CCC-7-SF	TACTICAL MANEUVERS			2 OR MORE SHIPS	
CCC-12-SF	IMITATIVE DECEPTION			1 SHIP/ACFT	
CCC-17-SF	LINK-11 FAST FREQ CHANGE			1 NTDS UNIT	
CCC-28-SF	LINK-11 OPERATIONAL TEST (LONG LOOK)			MULTOTS/LMS-11 SHIP	

CCC (C2) MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
INT PHASE ASSESSMENT	1 PER CYCLE	
BATTLE FORCE INPT TRAINING	1 PER CYCLE	
FLTDECGRU OPDEC SEMINAR	1 PER CYCLE	
LINK-11 EXERCISE	BI-WEEKLY INPORT	
MULTOTS (QUICK LOOK)	AS REQUIRED	
COMPTUEX/FBP	1 PER CYCLE	
FLTEX/JTFEX	1 PER CYCLE	
R/T TEST	1 PER CYCLE (BEFORE TSTA'S)	

CSE NUMBER	TITLE	REQUIREMENT
J-221-0324	FWC/SWC	MINIMUM 4
J-221-0334	ACDS BLK 0 USER	ALL ACDS WATCH STATIONS AS APPLICABLE
J-221-1001	ACDS BLK 1 ENTRY COURSE (EC)	ALL ACDS WATCHSTANDERS NOT ATTENDING JC/WOC
J-221-1002	ACDS BLK 1 JOURNEYMAN COURSE (JC)	15 MINIMUM (AIC/ASTAC/TRK SUP/ID OPERATOR/ATM)
J-2G-1000	ACDS BLK 1 WARFARE OPERATOR COURSE (WOC)	MINIMUM 6 (TAO/SWC)
J-2G-2302	NTCS-A MANAGER	CDCO, SUW MOD OFFICER, + 3 E7 & ABOVE
J-221-2311	JMCIS OPERATOR	MINIMUM 18, (OS, ALL EW SUP'S, IS, FC, AW)
K-2G-0079	STAFF TACTICAL WATCH OFFICER	MINIMUM 3
K-221-0085	ADV MULTI-THREAT TEAM TRNG	1 TEAM (PAC)
K-221-0124	MULTI-LINK OPERATOR	MINIMUM 6 OS PERS (ALL TRACK AND D&T SUPS)
A-4H-0176	TAO SCHOOL	MINIMUM 6 OFFICERS
K-2G-0097	BG STAFF TACTICAL TRAINING TEAM (STTT)	MIN 1 TEAM PER CYCLE
K-2G-3009	JMTC	MINIMUM 3
J-500-2104	COMBAT SENIOR ENLISTED (NEC 1321)	MIN 4 (OPS/CS E-7/9)

NOTE: INTEGRATED BATTLE FORCE TRAINING (IBFT) INFORMATION CAN BE OBTAINED FROM THE INTERNET AT http://c4iweb.spawar.navy.mil/04/ibft

CCC (COMM) MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE_TSTA	TSTA_I/II	TSTA_III	FEP	TSTA_IV	INT	ADV/DEP	COMPEX	EQUIVALENT
CCC-1-SF	SYSCON-FLTBCST	C	1**	1	1**		1			Q	1	
CCC-02-CV	SYSCON-SINGLE AUDIO LINE SYSTEM (SAS)	C	1**	1	1**		1			Q		
CCC-2-SF	COMM OP PLANNING	C	1		1					NOTE 1	1	
CCC-04-SF	SYSCON-SHIP TERMINATION (B,C,D,G)	C	1**	1*	1**		1			Q	1	
CCC-05-SF	SYSCON-SECURE/NON-SECURE VOICE	C	1**	1*	1**		1			Q	1	
CCC-06-CV	HAVE QUICK ANTI JAM UHF	C	1**	1	1**		1			Q		
CCC-8-CV	LOSS OF FACILITIES CONTROL CENTER (FACCON) CNAL	C					1		1	NOTE 2		
CCC-13-SF	EMERGENCY ACTION PLAN/DESTRUCTION ***	C, O		1	1 #		1			NOTE 2		
CCC-14-SF	SYSCON-QUALITY MON SYSTEM	C	1**	1*	1**		1			Q	1	
CCC-19-SF	COMPREHENSIVE COMMUNICATION ASSESSMENT	C					1			NOTE 2	1	
CCC-20-SF	SYSCON-SI TERMINATION (D,G)	C, O	1**	1	1**	1	1			Q		
CCC-22-SF	SYSCON-SPECIAL REPORTING (R)	C								NOTE 2		
CCC-24-SF	SATCOM SYSTEM NARROW/WIDE BAND	C	1**	1	1**		1			Q		
CCC-25-CV	SHF SATCOM SYSTEM	C	1**	1	1**		1			Q	1	
CCC-26-SF	EHF SATCOM	C								NOTE 2		
CCC-31-SF	NAVMACS II	C	1**	1	1**		1			Q	1	

LEGEND:

* MAY BE DONE INPORT
** PER WATCH TEAM
*** SCHEDULE IN TANDEM WITH ABANDON SHIP FXP MOB-S-7-SF
NOTE 1: 12 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
COMPLETE IN CONJUCTION WITH ABANDON SHIP DRILL (MOB-S-7-SF)
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

CCC (COMM) MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
CCC-05-SF	SYSCON-SECURE/NON-SECURE VOICE SYS			ASSIST SHIP OR SHORE STATION	
CCC-8-SF	TELETYPE CIRCUIT PROCEDURES			ASSIST SHIP OR SHORE STATION	
CCC-25-CV	SHF SATCOM SYSTEM			ASSIST SHIP OR SHORE STATION	
CCC-30-CV	OTAR/OTAT			ASSIST SHIP OR SHORE STATION	
CCC-26-SF	EHF SATCOM			ASSIST SHIP OR SHORE STATION	

CCC (COMM) MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
NCTSA COMM ASSIST VISIT	1 PER CYCLE (PRE TSTA)	
CMS ADVISE AND ASSISTANCE VISIT	18 MONTHS	
CMS INSPECTION	1 PER CYCLE (< 24 MOS)	

CSE NUMBER	TITLE	REQUIREMENT
V-4C-0013	EKMS CMS CUSTODIAN	MINIMUM 5 (E7 & ABOVE)
A-260-0253	TRANSMISSION SYSTEMS TECHNICIAN	MINIMUM 8 (RM1/2)
A-202-0041	COMMUNICATIONS MANAGER	MINIMUM 5 (RMC/1)
	NAVMACS II SYSTEM ADMINISTRATOR	MINIMUM 5 (RM2/3)
A-531-0046	INFORMATION SYSTEMS ADMINISTRATOR (ISA)	MINIMUM 5 (RM1/2) (NEC 2735)
A-531-0045	ADVANCED NETWORK ANALYST (ANA)	MINIMUM 2 (E7 & ABOVE)
A-531-0022	ISSM	MINIMUM 1
A-531-0009	NSVT	MINIMUM 2

ELW MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
C2W-1-I	ELEC INTERCEPT COORD W/ES RADAR SRCH/INTEGRATION	O					1		1**	NOTE 1		
C2W-2-I	CARRIER EMISSION CONTROL FLIGHT OPERATIONS	O				1	1		1	S	1	
C2W-2-SF	ES DETECTION, ANALYSIS, AND REPORTING	O	2@	1*	4@		1		1@	Q	1@	EWOB/BEWT
C2W-3-SF	EXTENDED EMISSION CONTROL EXERCISE	O			2	2			1**	NOTE 2		
C2W-4-SF	EMISSION CONTROL SETTING AND MODIFICATION	O		2	2**	1**	1		1**	Q		
C2W-5-SF	SAT VUL EXERCISE	O		1*	1**		1			Q		
C2W-6-SF	ES WATCH EVAL	O	2@	1*	2@					Q	1@	EWOB/BEWT
C2W-7-SF	COMPREHENSIVE EW EXERCISE - PHASE I	O							1*	NOTE 2		
C2W-8-SF	COMPREHENSIVE EW EXERCISE - PHASE II	O							1*	NOTE 2		
C2W-9-SF	COMPREHENSIVE EW EXERCISE - PHASE III	O							1*	NOTE 2		
C2W-13-SF	MISSILE/THREAT ELECTRONIC ATTACK	O							1*	S		
C2W-14-SF	EW ASSESSMENT	O		1*			1*			NOTE 2		

LEGEND:
* MAY BE DONE INPORT
** PER WATCH SECTION
@ PER INSTALLED EW SYSTEM, IE SLQ-32, WLR-1H
NOTE 1: 15 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

ELW MISSION AREA TRAINING SUPPORT REQUIREMENTS

NUMBER	TITLE	TARGETS	ORDNANCE	SUPPORT SERVICES	RANGE/HOURS
C2W-1-I	ELEC INTERCEPT COORD W/ES RADAR SRCH/INTEGRATION			1 ACFT WITH RADAR	
C2W-2-I	CARRIER EMISSION CONTROL FLIGHT OPERATIONS			CVW EMBARKED	

ELW MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
A-230-0018	EW ADVANCED APPS	EW LCPO
J-2G-0210	SURFACE EW OFFICER	EWO
K-233-0211	EW MODULE MANAGER	ALL WATCH SUPERVISORS
K-221-0176	EW SURFACE OPS/JOURNEYMAN	ALL EW'S W/18 MONTHS AT SEA
A-231-0076	NATIONAL OPELINT	1 E-5 OR ABOVE PER WATCH SECTION
A-233-0005	EW THREAT RECOGNITION	ALL EW'S, ONCE PER CYCLE

FSO MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
FSO-M-1-SF	BATTLE DRESSING STATION	M	1**	1*	1**				1**	Q**	1	
FSO-M-2-SF	PERS CASUALTY TRANSPORT	M	2#	1*	2#				2#	Q#	1	
FSO-M-3-SF	FIRST AID-COMPOUND FRACTURE	M	8	1*	8				1	Q	1	
FSO-M-4-SF	FIRST AID-SUCKING CHEST WOUND	M	8	1*	8	1	1		1	Q	1	
FSO-M-5-SF	FIRST AID-ABDOMEN/INTESTINES	M	8	1*	8	1	1		1	Q	1	
FSO-M-6-SF	FIRST AID-AMPUTATION	M	8	1*	8				1	Q	1	
FSO-M-7-SF	FIRST AID-FACIAL WOUND	M	8	1*	8				1	Q	1	
FSO-M-8-SF	FIRST AID-ELECT SHOCK	M	8	1*	8				1	Q	1	
FSO-M-9-CV	MASS CASUALTY	M	2	1*	2	1	1		1	Q	1	
FSO-M-10-SF	FIRST AID-SMOKE INHALATION	M	2$	1*	2$				1$	Q$	1	
FSO-M-11-SF	FIRST AID-BURNS	M	2$	1*	2$				1$	Q$	1	
FSO-M-12-CV	MEDICAL RESPONSE TEAM	M	4	1*	4	1	1	1	1	M	1	

LEGEND:

M MONTHLY DURING THIS PART OF THE CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
* MAY BE DONE INPORT
** PER BATTLE DRESSING STATION
# PER STRETCHER BEARER TEAM
$ PER REPAIR LOCKER
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

FSO MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
MEDICAL READINESS INSPECTION	1 PER CYCLE	CINCLANT/PACFLTNST 6000.1
DENTAL READINESS INSPECTION	1 PER CYCLE	CINCLANT/PACFLTNST 6000.1
BD OF INSP AND SURVEY	AFTER EVERY 3RD MAJOR DEPLOYMENT NOT TO EXCEED 60 MONTHS BETWEEN INSPECTIONS	

INT MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
INT-1-A-PH	TARPS GENERAL USING ALL TARPS SENSORS	O			1				1	Q	1	
INT-1-A-MS	MARITIME SURVEILLANCE EXERCISE	O							1	NOTE 2	1	
INT-1-SF-BF	EVENT BRIEF	O							1	Q		
INT-1-SF-IS	INT INFO RETRIEVAL	O		1*	1		1		1	Q		
INT-1-SF-MP	INT SUPPORT-MISSION PLANNING (MIN 4 AREAS)	O							1	Q	1	
INT-1-SF-MS	SIGHTING TEAM	O	2	1*	1		1		1	Q		
INT-1-SF-OP	OPINTEL DATA COLLECTION	O	2	1*	1		1		1	Q	1	
INT-1-SF-RP	INTEL REPORTING	O	2		1		1		1	Q		
INT-2-A-MS	TARPS DAY MARITIME SURVEILLANCE	O							1	Q		
INT-2-SF-BF	EVENT DEBRIEF	O							1	Q		
INT-3-SF-BF	AREA BRIEF	O	2	1	1		1		1	Q	2	
INT-4-SF-OP	LONG RANGE AIR INTERCEPT	O							1	NOTE 1		
INT-5-A-MS	F-18, S-3 FLIR MISSION (W/ EMBARKED CVW)	O							1	S		
INT-5-SF-RP	INCSEA REPORTING	O							1	NOTE 3		
C2W-31-SF	TACINTEL COLLECTION/ANALYSIS/REPORT	O								Q		
C2W-35-SF	MODE BRAVO CIRCUIT PROCEDURES	O								Q		
C2W-36-SF	JATACS SUPPORT	O								Q		

LEGEND:

* MAY BE DONE INPORT
NOTE 1: 15 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
NOTE 3: 24 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

INT MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
PHYSICAL SECURITY ACCREDITATION INSPECTION	BIANNUALLY	DIAM 50-4, DCID 1-21

CSE NUMBER	TITLE	REQUIREMENT
J-3A-1951	AFL INT MGR OVERVIEW	LPO/LCPO/AIO/IO/SUPPLOT O/MSI
J-150-0962	NTCS-A OPINTEL	SUPPLOT & 6 IS's
J-150-0987	NTCS-A STRIKE PLANNING	SIAC & 6 IS's
J-150-2019	INTELLIGENCE CENTER MAINTENANCE	2 ET/FC
J-150-2957	NTCS-A INTEL CENTER MANAGER	IO, AIO, SUPPLOT, & 1 IS (E-6 OR ABOVE),
J-150-2965	TAMPS SYSTEM ADMIN	2 DP's, 2 IS's, & SQUADRON IS's
J-150-2966	EXPEDITIONARY WARFARE	AIO, CVW AI, 2 IS's,
J-242-0993	ISC IMAGERY INTER	5 IS's, 3 TARPS SQUAD IS's
J-243-0984	SCI ADMIN & PHYSICAL SECURITY	SSO, ASSO, CTA
J-243-2951	APS MAINTENANCE	2 DP's
K-2G-3009	JOINT MARITIME TACTICS	IO, CVW AI
J-3A-0952	BG/ARG INTEL	AIO, MSI, CVW AI
K-3A-5034	SHIPBD INTEL (SIO/EIA)	MINIMUM 2 IS'S + OZ DO
K-3A-5037	AFLOAT INTEL SYS APP	MINIMUM 2 OFF + 4 ENL
K-231-0137	CT 7B4 TEAM TRAINER	SSES DO, LCPO, ALL CTR'S, MIN 4 PERM ASSND CTM/O/A, 1/CYC
K-231-1000	BASIC CRYPT AFLOAT TRNG	ALL CT's
K-231-1001	INT CRYPT AFLOAT TRNG	ALL CT's
K-231-1002	NON-MORSE CRYPT AFLOAT TRNG	ALL CTR/CTT's
S-243-5045	JDISS OPERATOR COURSE	ALL IS'S AND INTEL OFFICERS
K-260-1000	CRYPT COMM AFLOAT TRNG	ALL CTO/CTR/CTT's
J-243-1100	JDISS MAINTENANCE	2 ET/FC's
P-4M-0002	MAPPING AND GEODESY	2 IS's

MOB-S (AIR) MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
MOB-S-01-CV	CDP CHANGE (DAY AND NIGHT) $	A	1**(30)	1(30)	1**(30)		1		1(30)	1(90)	1	
MOB-S-02-CV	STATUS LIGHT FAILURE (DAY AND NIGHT) $	A	2(30)	1(30)	2(30)				1(30)	1(90)	1	
MOB-S-03-CV	EMERGENCY LOWER JBD (DAY AND NIGHT) $	A	1X(30)	1XX(30)	1X(30)		1		1(30)	1(30)	1	
MOB-S-04-CV	CAT HANGFIRE (DAY AND NIGHT) $	A	2*(30)	1*(30)	1*(30)				1*(30)	1*(90)	1	
MOB-S-05-CV	RIG BARRICADE WITH LOSS OF LP AIR (DAY & NIGHT) $	A	1(30)	1(30)	1(30)				1(30)	1(90)	1	
MOB-S-06-CV	RESTRICTED WATER FLIGHT OPS	A, N			1(30)				1(30)			
MOB-S-8-SF	VERTICAL REPLENISHMENT	A	1		1(30)					1(180)	1	
MOB-S-21-SF	CASE III LAUNCH/RECOVERY	O			1(30)				1(30)	1(180)	2	
MOB-S-22-SF	COMBAT FLIGHT OPS CV/CVN	A							1(30)	1(180)	1	
MOB-S-23-SF	RIG MOVLAS (ALL STATIONS)	A	2(30)	2(30)	2(30)	1(30)	1		1(30)	1(30)	1	
MOB-S-24-SF	FRESNEL LENS DRILLS (DAY AND NIGHT) $	A	1(30)	1(30)	2(30)				2(30)	2(30)	1	
MOB-D-17-SF	AV FUELS SYS CASUALTY (ALL PHASES)	A	2(30)	2(30)	2(30)	1(30)	1		1(30)	1(30)	1	
MOB-D-18-SF	A/C CRASH AND FIRE (DAY AND NIGHT) $ (ALL PHASES)	A	2(30)	2(30)	2(30)	1(30)	1		1(30)	1(30)	1#	
MOB-D-19-SF	RIG BARRICADE (DAY AND NIGHT) $	A	2(30)	2(30)	2(30)	1(30)	1		1(30)	1(30)	1	
MOB-D-22-SF	HANGAR DECK AIRCRAFT FIRE	A	2(30)	2(30)	2(30)	1(30)	1		1(30)	1(30)	1	
MOB-D-26-SF	FUEL STATION FIRE %	A	1(30)	1(30)	1(90)				1(30)	1(90)		

LEGEND:

(180) CONDUCT WITHIN 180 DAYS DURING THIS PART OF THE CYCLE
(90) CONDUCT WITHIN 90 DAYS DURING THIS PART OF THE CYCLE
(30) CONDUCT WITHIN 30 DAYS DURING THIS PART OF THE CYCLE
2(30) CONDUCT TWICE WITHIN 30 DAYS DURING THIS PART OF THE CYCLE
* ONE PER CATAPULT (DAY AND NIGHT)
** ONE PER WIRE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
$ DAY/NIGHT QUALS- (1) DAY & (1) NIGHT = 1 COMPLETION
# MOB-D-18-SF = (PHASE I + PHASE II + PHASE III) = 1 COMPLETE DRILL
X ONE PER JBD (DAY AND NIGHT)
XX MOB-S-03-CV DAY AND NIGHT IS REQUIRED AT PRE-TSTA
% MOB-D-26-SF = (PHASE 1 + PHASE II) = 1 COMPLETE DRILL
SHIP SHALL MAINTAIN DRILL PERIODICITY UNTIL BEGINNING OF NEXT MILESTONE PHASE

MOB-S (AIR) MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
ACFT HANDLING TEAM ASSIST	3 PER CYCLE (PRE TSTA&TSTA III/FEP&INT)	CNAL/CNAP 3500.20
FLIGHT OPERATION CERTIFICATION	1 PER CYCLE (NOTE 1)	CNAL/CNAP 3500.71
CATCC MID-CRUISE ASSESSMENT	1 PER CYCLE	CNAL/CNAP 3500.20
TACAN CERT	1 PER CYCLE (PRE TSTA)	CNAL/CNAP 3721.1

NOTE 1: INCLUDES FLIGHT DECK, PRECISION APPROACH LANDING SYSTEM (PALS) AND CATCC PROFICIENCY, AND JP 5 AVIATION FUEL SYSTEM CERTIFICATIONS.

CSE NUMBER	TITLE	REQUIREMENT
C-222-2012	CATCC OPERATIONS	MIN ALL ASST AIROPS, CCAO, CATCC CPO'S AND PO'S
C-222-2017	CATCC TEAM TRAINING	1 TEAM/CYC, AFTER DEPOT LEVEL MAINT PERIOD> 6 MONTHS, TWICE PER TEAM
C-604-2016	CATAPULT REFRESHER	MINIMUM 12
C-604-2017	ABH REFRESHER	MINIMUM 30
C-604-2024	CAT BASICS	MINIMUM 20
C-604-2025	ARRESTING GEAR	MINIMUM 10
C-670-2018	AV O2 TEST OPERATOR	MINIMUM 4
C-780-2012	CRASH/SALV TEAM TRNR	MINIMUM 2 TEAMS
C-821-2012	SHIPBD AV FUELS REFRESHER	MINIMUM 30
D/E-600-0506	LSE	MINIMUM 6
C-701-0026	AIR DEPT EMERGENCY WELDING	2 ABH'S & 2 ABE'S
C-670-2017	ALRE QA	MINIMUM 10

MOB-D MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
MOB-D-2-SF	RELIEF OF VITAL STA (ALL LOCKERS)	D	1		1	1	1			S		
MOB-D-3-SF	MANNING BATTLE STATIONS (ALL LOCKERS)	D	1	1*	1	1	1		1	Q		
MOB-D-4-SF	EMERG INTERIOR COMMS (ALL LOCKERS, FS, R&A)	D	1	1*	1	1	1		1	Q		
MOB-D-5-SF	TOPSIDE DAMAGE (ALL TOPSIDE LOCKERS, FS, R&A)	D	1	1*	2				1	Q		
MOB-D-6-SF	RIGHTING SHIP	D								NOTE 1		
MOB-D-7-SF	PROVIDE CASUALTY POWER (ALL LOCKERS)	D	1	1*	1	1	1			Q	1	
MOB-D-8-SF	MAJOR CONFLAG	D			2	1	1			NOTE 1	1	
MOB-D-9-SF	MAIN SPACE FIRE (EACH MMR AND AMR)	D	1#	1*	1	1#	1	1	1	Q	1	
MOB-D-10-SF	RESCUE AND ASSISTANCE	D	2	1*	2	1	1		1	Q	1	
MOB-D-11-SF	SET MATERIAL COND (YOKE AND ZEBRA)	D	6	1*	6	1	1	1	1	Q	1	
MOB-D-12-SF	UNDRWTR HULL DAMAGE (BELOW DECK LKRS, FS, R&A)	D	1	1*	1	1	1		1	Q	1	
MOB-D-13-SF	SHORING (ALL LOCKERS)	D	1	1*	1	1	1		1	Q	1	
MOB-D-14-SF	FIRE EXTING/SMOKE REMOVAL (ALL LOCKERS, FS, R&A)	D	1	1*	1	1	1		1	Q	1	
MOB-D-15-SF	BIO/CHEM ATTACK	D			1	1	1			S		
MOB-D-20-SF	ISOLATE/PATCH PIPING (ALL LOCKERS, FS, R&A)	D	1	1*	1	1	1		1	Q		
MOB-D-21-SF	MAIN SPACE FLOODING	D	1	1*	1	1	1	1	1	Q		
MOB-D-23-SF	LOCATE DC FITTINGS (ALL LOCKERS, FS, R&A)	D	1	1*	1	1	1		1	Q		
MOB-D-25-SF	CONFLAG/MASS CASUALTY	D,M,A		1*			1		1	S	1	
MOB-D-31-SF	TOXIC GAS (ALL LOCKERS)	D	2	1*	2	1	1		1	Q		

LEGEND:

* MAY BE DONE INPORT

MUST SATISFACTORILY COMBAT MAJOR FIRE IN AT LEAST ONE MMR AND AMR (CV ONLY), ONE JP-5 PUMP ROOM. CVN MAIN SPACE EVOLUTIONS ARE CONDUCTED BY NPMTT.

NOTE 1: 18 MONTH CYCLE

S SEMI ANNUALLY DURING THIS PART OF THE CYCLE

Q QUARTERLY DURING THIS PART OF THE CYCLE

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

MOB-D MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
DAMAGE CONTROL READINESS ASSIST	BY REQUEST	
PRE F/F SYS PERFORMANCE TECH AUDIT	(PRE TSTA)	
F/F SYS PERFORMANCE TECH AUDIT	(PRE TSTA)	

CSE NUMBER	TITLE	REQUIREMENT
K-495-0040	DC REP LKR LEADER	ALL REP/UNIT LKR LDRS AND OFFICERS
K-495-0046	DC TEAM TRAINING	ALL IET AND ALL REP LOCKERS
K-495-0051	GAS FREE ENGINEERING	MINIMUM 8 (ALL GFE'S), MIN OF 1 PER DUTY SECTION
J-495-0419	ADVANCED FIRE FIGHTING	MINIMUM 100
A-495-2055	SENIOR ENLISTED DAMAGE CONTROL	MINIMUM 6
A-495-2062	CBR-D TRAINING SPECIALIST	MINIMUM 4
A-4G-0020	DCA SCHOOL	DCA & ASSISTANT
J-495-0412	SHIPBOARD FIRE FIGHTING	ALL WHOM HAVE NOT ATTENDED LIVE FIRE FIGHTING IN THE PAST 6 YEARS
J-495-0413	AVIATION FIRE FIGHTING	ALL FD/HD/AIRWING PERSONNEL
J-495-0418	SHIPBOARD F/F TEAM TRAINING	ALL IET AND ALL REP LOCKERS
K-495-2179	FOAM GENERATING SYSTEM	AFFF WCS + 7 OTHERS
K-495-0420	P-100 OPS/MAINT	MINIMUM 2

NOTE: CINCLANT/CINCPACFLTINST 3541.1 SERIES PROVIDES MINIMUM DC FORMAL SCHOOL REQUIREMENTS

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
MOB-E-001-SF	FULL POWER TRIAL	E		1						NOTE 1	1	
MOB-E-003-SF	STEERING ENGINE CASUALTY	E	1	1	1	1			1	Q		
MOB-E-004-SF	JAMMED RUDDER	E	1	1	1					NOTE 2		
MOB-E-005-SF	MAJOR FUEL OIL LEAK	E		1	1**	1**		1**	1**	S		
MOB-E-006-SF	LOSS OF CONTROL AIR	E			1**	1**		1**	1**	NOTE 2		
MOB-E-007-SF	NOISE/VIBRATION IN MAIN ENGINE	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-008-SF	HOT BEARING	E		1	1**	1**		1**	1**	S		
MOB-E-009-SF	LOSS OF M/E L.O. PRESSURE	E		1	1**	1**		1**	1**	S		
MOB-E-010-SF	MAIN ENGINE MAJOR L.O.LEAK	E		1	1**	1**		1**	1**	S		
MOB-E-011-SF	CLASS C FIRE SSTG/SWBD	E		1	1#	1#		1#	1#	S		
MOB-E-012-SF	CLASS C FIRE IN TG	E		1	1#	1#		1#	1#	NOTE 2		
MOB-E-013-SF	LOCK/UNLOCK SHAFT U/W	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-014-SF	LOW WATER IN BOILER	E		1	1**	1**		1**	1**	S		
MOB-E-100-SF	LOSS OF MAIN FEED	E		1	1**	1**		1**	1**	S		
MOB-E-101-SF	HIGH WATER IN BOILER	E		1	1**	1**		1**	1**	S		
MOB-E-102-SF	RUPTURED BOILER TUBE	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-103-SF	BOILER FIRES	E			1**	1**		1**	1**	S		
MOB-E-105-SF	DFT CASUALTY	E		1	1**	1**		1**	1**	S		
MOB-E-106-SF	BOILER EXPLOSION	E			1**	1**		1**	1**	NOTE 2		
MOB-E-107-SF	FIRE IN BLR AIR CASING	E		1	1**	1**		1**	1**	S		
MOB-E-108-SF	WHITE SMOKE	E		1	1**	1**		1**	1**	S		
MOB-E-109-SF	LOSS OF MAIN ENGINE VACUUM	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-110-SF	JAMMED THROTTLE	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-111-SF	LOSS OF AUX COND VACUUM	E		1	1#	1#		1#	1#	S		
MOB-E-112-SF	HOT BEARING IN TG	E		1	1#	1#		1#	1#	S		
MOB-E-113-SF	LOSS OF SSTG L.O. PRESSURE	E		1	1#	1#		1#	1#	S		
MOB-E-114-SF	MAJOR SSTG L.O. LEAK	E		1	1**	1**		1**	1**	NOTE 2		
MOB-E-115-SF	MAJOR STEAM LEAK/RUPTURE	E		1	1**	1**		1**	1**	S		
MOB-E-001-CV	USE OF EMERGENCY DIESEL GENERATOR	E		1	1&	1&		1&	1&	NOTE 2		

LEGEND:

** EXERCISE MUST BE CONDUCTED IN ALL MMR'S AND AMR'S (IF APPLICABLE)
NOTE 1: 12 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
EXERCISE MUST BE CONDUCTED IN ALL SSTG'S
& EXERCISE MUST BE CONDUCTED IN ALL EDG'S
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
NOTE: MOB-E-003-SF AND MOB-E-004-SF SHALL BE PERFORMED BY ALL AIRCRAFT CARRIERS, ALL OTHER
EXERCISES SHALL BE PERFORMED BY CV'S ONLY. CVN EXERCISES SHALL BE CONDUCTED IN ACCORDANCE WITH THE NREDM.

MOB-E MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
QUALITY ASSURANCE ASSESSMENT	1 PER IDTC	
BOILER INSPECTION (CV ONLY)	AS REQUIRED	
CONV CV ENGINEER REF TRNG (CV ONLY)	1 PER CYCLE (PRE TSTA)	
NUC PROP MOBIL TRNG TEAM	3 PER YEAR	
E-QUAL	1 PER CYCLE (TSTA II) - MOD	
OP RX SAFEGUARDS EXAM (CVN ONLY)	1/15 MOS	

MOB-E MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
A-651-0019	BLR/FDWATER TESTING BASIC	CV OIL LAB PERS (MIN 15)
A-651-0040	GEN RGLTR MAINTENANCE	MINIMUM 4 (IF APLLICABLE)
A-651-0046	GEN RGLTR CONSOLE OPERATOR	MINIMUM 16 (IF APPLICABLE)
A-651-0047	PROPULSION ALARM/INDICATOR	MINIMUM 4
A-651-0063	MM STM PROP MAINT SUP	MINIMUM 4
A-651-0064	ENG MAINT PRIN/PRAC/ADMIN	MINIMUM 12
A-651-0065	VALVE MAINTENANCE	MINIMUM 6
A-651-0067	PUMP MAINTENANCE	MINIMUM 6
A-651-0068	AUX TURBINE MAINTENANCE	MINIMUM 2
A-651-0070	AIR COMPRSR MAINTENANCE	MINIMUM 4
A-651-0071	DIST PLANT/COND MAINTENANCE	MINIMUM 6
A-651-0078	MAIN ENG/L.O. PURIF MAINTENANCE	MINIMUM 4
A-651-0116	BW/FW TEST/TREATMENT SUP	MIN 20 INCL ENG OFF/MPA/OIL KING/EOOWS (CV ONLY)
A-701-0026	GEN MAINTENANCE WELDER	MINIMUM 5
A-701-0027	HIGH PRESSURE PIPE WELDER	MINIMUM 8
A-701-0057	NDT (4932) RT	MINIMUM 1 (IF APPLICABLE)
A-701-0058	NDT (4934) UT	MINIMUM 1 (IF APPLICABLE)
A-701-0033	NDT (4931) VT/MT/PT	MINIMUM 3
K-495-0401	WATERTIGHT ENCLOSURES INSPECT/MAINT/REPAIR	MINIMUM 2
J-651-0458	DISTILLING PLANT OPS	MINIMUM 12

CSE NUMBER	TITLE	REQUIREMENT
J-662-0021	ELECTRIC MOTOR REWIND	MINIMUM 5
J-662-0023	400HZ MG ELECT MAINT	MINIMUM 4
K-652-0231	SMALL BOAT ENGINEER	MINIMUM 6
K-652-0232	PENTA/CUMMINS ENG OVHL	MINIMUM 4 (AS APPLICABLE)
A-652-2141	SHIPBOARD SEWAGE/CHT SYSTEM	MINIMUM 6 (AT LEAST 1 PER DUTY SECTION)
K-821-2142	ENG PROPULSION FUEL/OIL	MINIMUM 10 + OILKING
F-191-0010	ELECTRONICS TECH MAINT SCHOOL	MINIMUM 6 (CVN ONLY)
A-651-0069	AUX MECH CONTROL GOV REG MAINT	MINIMUM 4
A-651-0002	LUB OIL PURIFIER MAINT	MINIMUM 4 (CVN ONLY)
S-661-1022	NUCLEAR PLANNER	MINIMUM 2 (CVN ONLY)
A-652-0500	SURFACE SHIPBOARD GAGE CAL OP	MINIMUM 2 (CVN ONLY)
	RAM SHIPPING COURSE	MINIMUM 4 (CVN ONLY)
S-4H-3315	RADCON OFFICER SCHOOL	MINIMUM 1 (CVN ONLY)
S-661-1030	RADCON MAINT SCHOOL	MINIMUM 6 (CVN ONLY)

MOB-N MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
MOB-N-1-SF	NAV IN EW ENVIRONMENT	N	1**		1**		1			S		
MOB-N-3-SF	CONN/STEER FM SEC CONN	N	1		1		1			S	1	
MOB-N-4-SF	PILOTING BY GYRO	N	2	1	3		1			Q	1	
MOB-N-5-SF	PRECISION ANCHORAGE	N	2		2	1	1			S	1	
MOB-N-6-SF	LOW VIS PILOTING	N	2	1	2	1	1			Q	1	
MOB-N-8-SF	PILOTING SWEPT CHANNEL	N, O			2	1	1			S	1	
MOB-N-9-SF	LOSS OF STEERING CONTROL	N	2	2	2	1	1			Q	1	
CCC-9-SF	FLAGHOIST SIGNAL PROCEDURES	N	2**	1*	2**				1	Q	1	
CCC-10-SF	FLASHING LIGHT PROCEDURES	N	2**	1*	2**				1	Q	1	
CCC-11-SF	SEMAPHORE PROCEDURES	N	2**	1*	2**				1	Q	1	

LEGEND:

** MUST DEMONSTRATE AN ABILITY TO DETERMINE SHIPS POSITION OVER A 48-HOUR PERIOD WITHOUT ELECTRONIC AIDS BY MAINTAINING PLOT OF POSITION WITHIN 2 NM OF GPS POSITION.

MUST DEMONSTRATE AN ABILITY TO FIX SHIP'S POSITION BY RELATIVE BEARINGS AND HORIZONTAL SEXTANT ANGLES

S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE

Q QUARTERLY DURING THIS PART OF THE CYCLE

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

MOB-N MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
NAV CHECK RIDE ASSIST	BY REQUEST	
SHIPHANDLING TRAINER	3 WATCH TEAMS. RECOMMEND MINIMUM OF 3 VISITS PER IDTC. AT LEAST ONE VISIT PRIOR TO SEA TRIALS DURING REPAIR AVAILABILITY.	

MOB-N MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
A-102-0332	NAVSTAR UE MAINTENANCE	1 ET3
A-4H-0141	MSI ADV SHIPHANDLING	CO/XO/NAV/ANAV
K-061-0371	NAVSTAR UE OPERATOR	QMC + 3 QM'S
J-061-0602	NAV PILOTING REFRESHER	ALL QM'S (LANT + OFRP ONLY)
K-061-2600	BASIC CELESTIAL NAV	MINIMUM 3
J-221-0344	RADNAV TEAM TRAINER	2 CDC TEAMS
K-2G-2207	QM REFRESHER	NAV/ANAV/QMC/QM1

MOB-S (DECK) MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
MOB-S-2-SF	HEAVY WEATHER BILL	O	1		1	1				NOTE 1		
MOB-S-3-SF	ANCHORING	S, N	2		2		1			S	1	
MOB-S-5-SF	MOOR TO PIER	S, N		1						S		
MOB-S-6-SF	MAN OVERBOARD	S, N, O*	2	1	3	1	1		1	Q	1	
MOB-S-7-SF	PREP FOR ABANDON SHIP	S			1					NOTE 2		
MOB-S-9-SF	UNDERWAY TRANSFER	S, N			1**					NOTE 1		
MOB-S-11-SF	EMERGENCY BREAKAWAY (1 RECEIVE/1 DELIVERY)	S			2		1			S	1	
MOB-S-18-SF	GET U/W WITH DUTY SECTION	N								S		
MOB-S-10D-SF	U/W FUELING (DELIVER)	S	1		1	1	1			S	1	
MOB-S-10R-SF	U/W FUELING (RECEIVE)	S	2#		2#	1	1			S	1	
MOB-S-16A-SF	U/W REARM (AMMO)	S, W	1		2$					S		
MOB-S-16C-SF	U/W PROV (CARGO)	S	1						1	S	1	

LEGEND:

* BOAT RECOVERIES (DECK), HELO RECOVERIES (NAV, OPS)
** ONCE PER IDTC USING STATION AND METHOD OF CHOICE
# ONE DAY, ONE NIGHT
$ MUST INCLUDE ONE LIFT IN EXCESS OF 5700 LBS
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
NOTE 1: 12 MONTH CYCLE
NOTE 2: 18 MONTH CYCLE
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE

MOB-S (DECK) MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
UNREP TEAM TRAINER (CNAP)	1 PER CYCLE	
UNREP TEAM TRAINER (CNAL)	RIG TEAMS. RECOMMEND ONE PER IDTC PRIOR TO TSTA 1.	

MOB-S (DECK) MISSION AREA TRAINING COURSES

CSE NUMBER	TITLE	REQUIREMENT
K-062-0625	R. I. B. COXSWAIN	MINIMUM 1 BOAT
K-062-0634	SMALL BOAT COXSWAIN	MINIMUM 1 BOAT
K-060-2119	DOCKSIDE UNREP SIMULATOR	1/CYCLE DURING SRA
K-060-2136	SURFACE RESCUE TEAM TRAINER	1/CYCLE DURING SRA
K-060-2220	SECOND CLASS SWIMMER	MINIMUM 50
K-060-2138	SWIMMER CERTIFICATION	MINIMUM 50
A-050-0500	SURFACE RESCUE SWIMMER	MINIMUM 2
E-2G-2001	SAR SCHOOL	MINIMUM 2
K-221-2155	SEARCH AND RESCUE	MINIMUM 2

NCO MISSION AREA TRAINING EXERCISES

NUMBER	TITLE	DEPT	SHKDN	PRE TSTA	TSTA I/II	TSTA III	FEP	TSTA IV	INT	ADV/DEP	COMPEX	EQUIVALENT
NCO-1-SF	PREP ELECT SPACES FOR BATTLE	C	1	1	2	1	1		1	Q		
NCO-2-SF	ASSIST REMOTE SPACES	C	1	1	5	1	1		1	Q		
NCO-3-SF	INVESTIGATION AND REPORTING	C	1	1	5	1	1		1	Q	1	
NCO-4-SF	REPORT OF ELECTRONICS CASUALTY	C	1	1	2	1	1			NOTE 2	1	
NCO-05-SF	REPAIRS DURING LOSS OF LIGHTING	C	1	1	3	1	1			NOTE 1		
NCO-06-SF	INSTALL SPARE FUSE	C	1	1	1	1	1			NOTE 1		
NCO-08-SF	SOUND POWERED PHONE CASUALTY	C	1	1	2	1	1			S		
NCO-09-SF	SECONDARY ELECTRONICS CASUALTY CONTROL	C	1	1	2	1	1			NOTE 1	1	
NCO-10-SF	ELECTRONIC COOLING WATER CASUALTY	C	1	1	5	1	1		1	Q		
NCO-11-SF	CLASS C FIRE IN ELECTRONICS	C	1	1	5	1	1			Q	1	
NCO-12-SF	EQUIPMENT CASUALTY REPAIR	C	1	1	5	1	1			Q	1	
NCO-13-SF	CASUALTY CONTROL FOLDER	C	1	1	5	1	1			Q		
NCO-14-SF	DRAW EMERGENCY SPARE PARTS (NOTE 1)	C	1	1	5	1	1		1	Q		
NCO-15-SF	USE ALTERNATE POWER	C	1	1	7	1	1		1	Q		
NCO-16-SF	PERF OF CASUALTY CONTROL	C	1	1	2	1	1		1	Q		
NCO-30-SF	SHIP PENETRATION (BASIC)	EXEC		1					1	NOTE 3		
NCO-31-SF	SHIP PENETRATION (ADVANCED)	EXEC		1					1	NOTE 3		
NCO-34-SF	BOMB THREAT	EXEC		1*	1				1	NOTE 3		

NOTE (1) TIME STANDARD MODIFIED FROM 10 MINUTES (PER FXP-4) TO 15 MINUTES

LEGEND:

NOTE 1: 9 MONTH CYCLE
NOTE 2: 15 MONTH CYCLE
NOTE 3: PERFORM MONTHLY DURING IDTC
S SEMI-ANNUALLY DURING THIS PART OF THE CYCLE
Q QUARTERLY DURING THIS PART OF THE CYCLE
M MONTHLY DURING THIS PART OF THE CYCLE
NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

* PERFORM ONCE PER DUTY SECTION

NCO MISSION AREA TRAINING EVENTS

TITLE	REQUIREMENT	REFERENCE
AFLOAT SUPPLY MGT ASSIST	ON REQUEST	
SUPPLY MANAGEMENT INSPECTION	1 PER CYCLE	
SAFETY SURVEY	1/3 YEARS	OPNAVINST 5100.19
3M ASSIST VISIT	ON REQUEST (CNAL)	

CSE NUMBER	TITLE	REQUIREMENT
J-041-0103	AMMO ADMIN	MINIMUM 3
A-493-2099	SAFETY PROGRAMS AFLOAT	MINIMUM 1 PO PER DIVISION
A-500-0038	3-M OPS/ADMIN	ALL WCS'S
A-500-0028	3-M COORDINATOR	SHIP & DEPT 3-M COORDINATOR
A-500-0041	INTEG SHIP MAINT SUPPORT	MINIMUM 5
A-4J-0020	AFLOAT SAFETY OFFICER	MINIMUM 2 (SAFETY OFFICER/ASST SAFETY OFFICER)
A-8B-0008	AFLOAT HAZMAT COORDINATOR	MINIMUM 1 (COMMAND HAZARDOUS MATERIAL COORDINATOR)
A-4J-0021	AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR	MINIMUM 1 (ASST SAFETY OFFICER)
A-322-2600	HAZARDOUS MATERIAL CONTROL & MANAGEMENT TECH	MINIMUM (AS REQUIRED BY SHIP'S MANNING)
K-041-2048	MAG SPRNKLR OP/MAINT/REP	MINIMUM 6
K-041-2137	MAG SPRNKLR INSPECTOR	MINIMUM 2
K-070-9045	SHIPBOARD SEC ORIENT	MINIMUM 1 OFF/1 CPO
K-830-2213	SHIPBOARD SEC ENGAGEMENT	MINIMUM 6
S-5A-0010	COMP WAR OCEANOG SPT MOD	OA DIV OFF + LCPO + ALL 7412'S
K-2G-1146	TACTICAL OCEANOG WORKSHOP	MINIMUM 6 + OA DIV OFF + LCPO
S-3C-0001	NAVAL SECURITY MANAGER	MINIMUM 2
B-322-2333	ANALYSIS OF AIRBORNE ASBESTOS SAMPLES	MINIMUM 1
B-322-2334	ANALYSIS OF BULK ASBESTOS SAMPLES	MINIMUM 1
B-322-2306	WORKPLACE MONITORING COURSE	MINIMUM 1

APPENDIX II

TYPE COMMANDER EXERCISES

AAW-01-CV AW ENVIRONMENTAL SUPPORT

AAW-02-CV LINK 16 OPERATIONS

AAW-24-CV DETECTION TO ENGAGEMENT (DTE) SEQUENCE (NON-FIRING)

ASW-01-CV NIXIE SLQ-25 DEPLOYMENT

ASW-02-CV USW ENVIRONMENTAL SUPPORT

ASW-05-CV USW COORDINATION

ASW-08-CV TORPEDO EVASION

ASW-09-CV EVASIVE STEERING

CCC-02-CV SYSCON-SAS

CCC-06-CV HAVE QUICK SYSCON

CCC-08-CV LOSS OF FACCON

FSO-9-CV MASS CASUALTY EXERCISE

FSO-M-12-CV MEDICAL RESPONSE TEAM

MOB-D-19-CV RIG BARRICADE

MOB-E-01-CV EMERG DIESEL GENERATOR

MOB-S-01-CV CDP CHANGE

MOB-S-02-CV STATUS LIGHT FAILURE

MOB-S-03-CV EMERGENCY LOWER JBD

MOB-S-04-CV CATAPULT HANGFIRE

MOB-S-05-CV RIG BARRICADE WITH LOSS OF LP AIR

MOB-S-06-CV RESTRICTED WATER FLIGHT OPERATIONS

MOB-S-23-CV MANUAL OPERATED VISUAL LANDING AIDS SYSTEM (MOVLAS)

MOB-S-24-CV FRESNEL LENS OPTICAL LANDING SYSTEM (FLOLS) DRILLS

STW-01-CV ENVIRONMENTAL SUPPORT FOR STRIKE OPERATIONS

AAW-01-CV

AIR WARFARE (AW) ENVIRONMENTAL SUPPORT

1. **PURPOSE.** Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Air Warfare Commander (AWC) in support of air warfare operations.

2. **REQUIREMENTS**

a. Units to be supported: CV/CG/DDG/DD/FFG with associated aircraft/ sensor complement within Carrier Battle Group (CVBG). May be simulated as part of exercise requirements.

b. Radar and communication parameters for all supported units.

c. ATP-45, "Reporting Nuclear Detonations, Biological, and Chemical Attacks; and Predicting and Warning of Associated Hazards and Hazard Areas."

d. NWP 3-50.1, "Navy Search and Rescue (SAR) Manual."

e. NWP 32, "Anti-air Warfare."

f. Tactical Environmental Support System (TESS).

3. **PROCEDURES.** Umpire provides scenario for an air warfare operation including list of units to be supported and location of operation to OA division 24 hours prior to training evaluation. Umpire may also provide such data as upper air sounding, satellite imagery, and weather charts.

AAW-01-CV

EVALUATION SHEET

Marking Factors	MAX PTS	Score
1. Background Phase. Are division personnel knowledgeable of the following?.	16	
(a) Radar parameters for the sensors being used	2	___
(b) Target size parameters for all expected threats	2	___
(c) The limitations and assumptions in all electromagnetic (EM) prediction models.	2	___
(d) Data tailoring of the weather channels on the Fleet Multichannel Broadcasts	2	___
(e) HF facsimile broadcasts, regional responsibilities, facsimile schedules, and additions to facsimile schedules	2	___
(f) COMSPOT procedures.	2	___
(g) Backup procedures in case of TESS failure.	2	___
(h) AW sensors, weapons, weapons delivery systems being supported	2	___
2. Planning Phase. In planning a brief of environmental conditions for AW operations were the following considered?. . .	20	
(a) Cloud cover	1	___
(b) Winds	1	___
(c) Air and sea surface temperature; survival time.	1	___
(d) Precipitation	1	___
(e) Surface visibility.	1	___
(f) Slant-range visibility.	1	___
(g) Humidity.	1	___
(h) Cloud bases, tops, amounts, and types	1	___
(i) Divert field and ditch headings	1	___
(j) Freezing level.	1	___
(k) Contrails	1	___
(l) Winds aloft	1	___
(m) Altimeter setting, PA, and DA values.	1	___

(n) Wind/high seas warnings (if applicable) . . . . . 1 ___

(o) Aircraft tanking weather conditions . . . . . 1 ___

(p) Sunrise, sunset, moonrise, and moonset. . . . . 1 ___

(q) Civil and nautical twilight . . . . . 1 ___

(r) Illuminance (LUX Value) . . . . . 1 ___

(s) Evaporate, surface, and elevated ducts. . . . . 1 ___

(t) Free Space Range. . . . . 1 ___

3. Preparation Phase. In preparation for a brief on environmental conditions did division personnel 44

(a) Construct locally analyzed surface weather charts?. . . 4 ___

(b) Obtain upper air soundings and compare them with numerical model guidance? . . . . . 4 ___

(c) Prepare synoptic and other weather observations?. . . . 2 ___

(d) Receive and interpret satellite imagery?. . . . . 4 ___

(e) Incorporate reconnaissance information into the weather forecast?. . . . . 2 ___

(f) Produce a coverage diagram for all ship and airborne air search radars? . . . . . 3 ___

(g) Produce path-loss diagrams for applicable sensors?. . . 3 ___

(h) Produce predicted counterdetection ranges for friendly sensors against threat ESM receivers?. . . . . 4 ___

(i) Produce a battle group vulnerability to ESM receivers? . 3 ___

(j) Produce an electronic counter measure (ECM) effectiveness prediction for force jammers used in AW operations? . . 3 ___

(k) Prepare a Tactical Atmospheric Summary (TAS) environmental message for the current operation?. . . . . 5 ___

(l) Perform a search and rescue (SAR) mission (full credit if output < 9 min)?. . . . . 3 ___

(m) Prepare a Chemical Downwind Hazard Area plot and Chemical Downwind Message based on procedures outlined in ATP 45? . . . . . 4 ___

4. Briefing Phase 20

(a) Was a briefing packet available and complete?. . . . . 3 ___

(b) Were briefers knowledgeable in their specific briefing areas?. . . . . 2 ___

(c) Did brief fully cover all environmental factors

influencing AW operations in the scenario?	4	___
(d) Was brief concise?	3	___
(e) Did briefers make efficient use of graphic products to make brief informative?	2	___
(f) Were briefers able to answer all questions in their specific briefing areas?	2	___
(g) Were briefers able to make tactical recommendations to warfare commanders based on environmental considerations?.	4	___

MAXIMUM SCORE: 100 **TOTAL SCORE:** _____
QUALIFYING SCORE: 80

AAW-02-CV

LINK 16 OPERATIONS

1. Purpose. Train CIC/CDC personnel in Link-16 procedures.

2. Requirements.

a. OCE:

(1) Promulgate link parameters via appropriate means; OPTASK Link, voice, etc.
(2) Coordinate frequency assignment with the Geographic Area Assignment Coordinator (GAAC).

b. Exercise Units:

(1) Establish voice coordination communications.

(2) Two or more Link-16 equipped units.

(3) Secure SGS prior to exercise COMEX.

(4) Log Link parameters and start/stop times of terminal.

AAW-02-CV

EVALUATION SHEET

Marking Factors	MAX PTS	Score
1. Proper set-up and use of equipment	30	
(a) AN/VRC-107	5	___
(b) AN/UYK-43/MAG Tape	2.5	___
(c) Data Terminal (C2P)	2.5	___
(d) Auto Tracking Devices	2.5	___
(e) Proper Identification set up	2.5	___
(f) Crypto load procedures	5	___
(g) USQ-69	5	___
(h) USQ-125/CDLMS	5	___
2. Initialization procedures	20	
(a) Enter own ship operating parameters	2.5	___
(b) Coordinate mounting/reading JNL tape	5	___
(c) Enter/verify data on parameter page	5	___
(d) Verify parameters/Crypto period	5	___

(e) Initialize terminal . . . . . 2.5 ___

3. Operations Procedures 50

(a) Enter/change PU/JU assignment. . . . . 5 ___

(b) Enter/change DLRP. . . . . 5 ___

(c) Enter/change frequency . . . . . 5 ___

(d) Sync JTIDS TOD to C2P TOD. . . . . 5 ___

(e) Change RF power settings . . . . . 5 ___

(f) Operate voice only (if authorized) . . . . . 2.5 ___

(g) Operate normal operate mode. . . . . 2.5 ___

(h) Operate as Nave controller . . . . . 2.5 ___

(i) Operate as primary/secondary user. . . . . 2.5 ___

(j) Operate as Net Time Reference Unit . . . . . 5 ___

(k) Operate as the Data Forward Unit . . . . . 5 ___

(l) Operate SYS-2 and CEC(if equipped) . . . . . 5 ___

MAXIMUM SCORE: 100 **TOTAL SCORE:** ____

AAW-24-CV

DETECTION TO ENGAGEMENT (DTE) SEQUENCE (NON-FIRING)

1. **PURPOSE**. Promulgation of AAW-24-CV Detection to Engagement (DTE) Sequence (non-firing) grading criteria.

2. **REQUIREMENTS**. The Detect to Engage Sequence (AAW-24-CV) is an integral part of the combat system and should be conducted twice prior to FEP. Ship's Combat Systems Training Teams are encouraged to use these guidelines during training evolutions.

3. **PROCEDURE**. CNAL instruction C9003.2C provides the grading criteria for the DTE.

ASW-01-CV

NIXIE SLQ-25 DEPLOYMENT

1. **PURPOSE**. Train NIXIE watch teams in proper procedures for deploying, monitoring and recovering the NIXIE (SLQ-25) Anti-Torpedo Towed Device.

2. **REQUIREMENTS**. Ship underway with installed NIXIE system and designated NIXIE watch team.

3. **PROCEDURE**. When the exercise is initiated by the ship's Combat Systems Training Team, the watch team shall:

a. Stream, monitor and recover NIXIE.

b. Explain all modes of operation of the NIXIE system.

c. Explain operational limitations of the NIXIE system.

- At an appropriate time, the CSTT will simulate a casualty to the streamed NIXIE unit, requiring the other unit to be streamed.

ASW-01-CV

EVALUATION SHEET

Marking Factors	MAX PTS	Score
1. SYSTEM KNOWLEDGE	30	
(a) Can the master control and remote panel operators explain the modes of operation?	10	___
(b) Does the CV-TSC team understand the tactical employment of NIXIE?	10	___
(c) Does the winch operator understand proper safety procedures and operation of the winch?	10	___
2. PROCEDURES	70	
(a) Were the NIXIE stations manned and communications established expeditiously when the word was passed?	10	___
(b) Was the towed unit streamed expeditiously when ordered?	10	___
(c) Was the cable properly marked?	8	___
(d) Were the following notified of the status of NIXIE?		
1. CV-TSC	4	___
2. TAO/CDC	4	___
3. BRIDGE	4	___
(e) Did the towed units operate properly in all modes?	10	___
(f) Was simulated casualty recognized by the master/remote control panel operators?	10	___
(g) Was the second unit streamed expeditiously under simulated conditions?	10	___
MAXIMUM POINTS = 100	**TOTAL SCORE**	___

ASW-02-CV

UNDER SEA WARFARE (USW) ENVIRONMENTAL SUPPORT

1. **PURPOSE**. Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Under Sea Warfare Commander (USWC) in support of under sea warfare operations.

2. **REQUIREMENTS**

a. Units to be supported, USW capable platforms with associated aircraft/sensor complement. May be simulated as part of exercise requirements.

b. Tactical Environmental Support System (TESS).

c. NAVOCEANO SP-3160 (NP/IO-Series) Environmental Guides and Fleet Oceanographic and Acoustic Reference Manual RP 33.

d. NWP 3-21.2 (formerly NWP 61), "Surface Ship ASW Principles."

e. NWP 3-21.35 (Formerly NWP 61-1), "Surface Ship Active and Passive Sonar Systems and Tactics."

f. NAVOCEANCOMINST C3140.22, "Environmental Tactical Support Products."

g. Bottom Contour and MOE Charts.

3. **PROCEDURES**

a. Forty-eight hours prior to evaluation, umpire provides USW scenario including area, XBT profiles, USW units, and threats to OA division for pre-operation analysis.

b. Evaluation continues with preparation and delivery of acoustic products/brief to USWC based on data collected while underway or provided by umpire.

ASW-02-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. Background Phase. Are divisional personnel knowledgeable of the following?.	34	
(a) Best depth.	2	___
(b) Critical depth and depth excess	2	___
(c) Propagation paths(DP, SFC DUCT, BB, SSC, CZ, SOFAR) . .	2	___
(d) Sound propagation through fronts and eddies	2	___
(e) Topographic noise shading	2	___
(f) Topographic noise stripping	2	___
(g) Megaphone effect and up slope enhancement.	2	___
(h) Ambient and self noise limiting speed	2	___
(i) Breakpoint speed.	2	___
(j) Active and passive sonar equation	2	___
(k) Figure of merit (FOM)	2	___
(l) Fundamental frequencies	2	___
(m) Speed related component (SRC) and transient frequencies	2	___
(n) Alpha Index	2	___
(o) The limitations, inputs, and outputs of the acoustic models used by division personnel in preparing USW environmental support products.	2	___
(p) Casualty and backup procedures in case of TESS failure.	2	___
(q) USW weapon, sensor, and weapon delivery systems	2	___
2. Preparation Phase. In preparation for a full spectrum USW environmental brief did division personnel perform the following?	40	
(a) Consider atmospheric effects on USW operations (weather, refractivity, solar)	3	___
(b) Consider oceanographic effects on USW operations (sea state, vertical and horizontal temperature structure, acoustic conditions, ocean bottom (composition, topography, depth), currents, water clarity, and bioluminescence)	3	___
(c) Interpret a XBT trace properly	2	___
(d) Encode a XBT message correctly.	2	___

(e) Produce a sound speed profile . . . . . 2 ___

(f) Produce a raytrace. . . . . 2 ___

(g) Calculate FOM for various sensors, speeds, ocean environments, source, receiver combinations from threat and forces in scenario . . . . . 8 ___

(h) Determine source levels . . . . . 2 ___

(i) Determine noise levels. . . . . 2 ___

(j) Determine directivity indices . . . . . 2 ___

(k) Determine recognition differentials . . . . . 2 ___

(l) Calculate propagation loss using a range independent model . . . . . 2 ___

(m) Calculate propagation loss using a range dependent model . . . . . 2 ___

(n) Calculate active ranges for force sensors . . . . . 2 ___

(o) Calculate counterdetection ranges for force platforms . . . . . 2 ___

(p) Extract fronts and eddies graphic using JOTS. . . . . 2 ___

(q) Identify fronts and eddies from high resolution satellite images . . . . . 3 ___

(r) Produce a USW Tactical Atmospheric Summary (TAS) environmental message . . . . . 5 ___

3. Briefing Phase 26

(a) Was a briefing packet available and complete? . . . . . 5 ___

(b) Did brief include propagation paths available?. . . . . 2 ___

(c) Did brief include passive range predictions for force sensors . . . . . 2 ___

(d) Did brief include counterdetection ranges of force active sonars . . . . . 1 ___

(e) Did brief include passive/active sonobuoy predictions. . . . . 1 ___

(f) Did briefer discuss search tactics along fronts and eddies based on various acoustic paths . . . . . 5 ___

(g) Did briefer discuss environmental support for non-acoustic USW methods (FLIR, MAD, bioluminescence, radar, ISAR, and visual) . . . . . 5 ___

(h) Was brief concise and informative . . . . . 5 ___

MAXIMUM SCORE: 100 QUALIFYING SCORE: 80 TOTAL SCORE: _____

ASW-05-CV

CV-TSC COORDINATION

1. **PURPOSE**. Train CV-TSC watch teams in inter/intra-module coordination and communications.

2. **REQUIREMENTS**

a. Ship underway with Condition III watch set in CV-TSC.

b. Mission Support Watch Officer simulating BX

c. Evaluator/Pilot

3. **SCENARIO**. Aircraft departs from homeplate and calls in PU/SOULS ON BOARD/KILO STATUS/FUEL STATE (assume all transmissions secure voice). Aircraft flies to assigned USW box for direct path barrier search. En route, aircraft encounters an enemy surface combatant which he reports but does not engage due to his weapons capability. After leaving the surface contact and arriving on station, the aircraft lays the briefed pattern and monitors the barrier from a position to the west of the pattern. While orbiting, the crew receives a possible submarine ESM cut but does not investigate because no scan range was available and the crew believes it may have come from the surface combatant. After about an hour of monitoring the pattern, the aircraft reports initial LOFAR contact and begins evaluation. The crew lays a DIFAR investigative pattern and gains positive contact. Based on displayed frequencies, the crew evaluates the submarine contact and relays the information to the CV-TSC. The DIFAR pattern is used to passively track the contact. After losing secure voice, the aircrew is given their subsurface warning condition. Aircraft requests authentication from the CV-TSC. Contact is passively tracked until otherwise directed.

4. **PROCEDURE**

a. The ship's Combat Systems Training Team (CSTT) sets up the problem on the display console to be used by the Evaluator/Pilot. The Watch Officer's console should be blank, with the exception of own ship and assigned USW box boundaries. Utilize internal communications to simulate UHF comms between "Pilot" and Watch Officer. At time -00, the Evaluator/Pilot starts an expanding circle at position, as appropriate (use 12 kts). The sub's position will be constantly updated as the expanding circle intersects the 180 degree vector.

b. The USW coordination scenario above is provided only as an example. CSTTs are encouraged to develop other scenarios as appropriate for the level of CV-TSC watchstander proficiency. Individuals simulating the TAO and BX should be located outside the CV-TSC (in CDC).

ASW-05-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. BRIEFING	16	
(a) Was scenario planned using comparative LOFAR/doppler/CPA/active fixing procedures?	4	___
(b) Was the scenario briefed to all CV-TSC personnel including:		
1. Threat	4	___
2. Environmental conditions	4	___
3. Conduct of exercise.	4	___
2. CV-TSC WATCH OFFICER/TACCO	15	
(a) Did the CV-TSC Watch Officer set up displays prior to COMEX?	5	___
(b) Were module operators briefed concerning their individual responsibilities to conduct MAST, including plotters, watch officer and analysts?	5	___
(c) Were communications checked between all participants in the exercise?	5	___
3. ASTAC	9	
(a) Was the ASTAC used to conduct the exercise?	3	___
(b) Was the environmental predictions data given to the ASTAC?	3	___
(c) Did the ASTAC conduct the aircraft check-in properly?	3	___
4. CV-TSC OPERATORS (AWs)	10	
(a) Were the CV-TSC personnel knowledgeable of their positions?.	5	___
(b) Was the FTAS ready prior to the exercise (System Status set up properly, LGRs ready)?.	5	___
5. COMMUNICATIONS	15	
(a) Were communications between BX and CV-TSC Watch Officer smooth?	5	___
(b) Was there a steady flow of information between CV-TSC participants?.	5	___
(c) Was coordination/communications between		

aircraft CV-TSC properly conducted? . . . . . 5 ___

6. WATCH TEAM PERFORMANCE 35

(a) Was information passed during exercise utilized to its maximum?. . . . . 5 ___

(b) Was all pertinent contact information passed to CV-TSC Watch Officer from all operators? . . . . . 5 ___

(c) Were FTAS contacts analyzed correctly?. . . . . 3 ___

(d) Was initiative and imagination shown as scenario developed?. . . . . 3 ___

(e) Was scenario coordinated to involve all module watch stations? . . . . . 4 ___

(f) Was an accurate plot of scenario maintained on:

1. Consoles. . . . . .5 ___

2. Manual plot . . . . . .5 ___

(g) Was coordination between ASTAC/CV-TSCWO/Plotters effective?. . . . . 5 ___

MAXIMUM SCORE = 100 **TOTAL SCORE** _____

ASW-08-CV

TORPEDO EVASION

1. **PURPOSE**. Train aircraft carrier crews to react appropriately to no-notice indications that a torpedo is inbound.

2. **REQUIREMENTS**

a. Aircraft carrier operating at sea with embarked helicopter(s).

b. EMCON condition which allows use of surface search radars and UHF radios.

3. **SAFETY**. At no time during this exercise shall the helicopter simulating the torpedo approach the carrier to a distance of less than 100 yards or interfere with the flight pattern of another aircraft. This exercise will only be conducted under day VFR conditions.

4. **PROCEDURES**. The purpose of this exercise is to cause the aircraft carrier bridge and CDC teams to react in an appropriate and timely manner to indications of an inbound torpedo which is revealed without prior warning. The bridge/CDC team must determine the type of torpedo based on its speed, running pattern, and any other indications available, then take appropriate evasive and defensive measures in time to avoid being hit by the torpedo.

5. **OCE**

a. Establish a minimum 12-hour torpedo evasion vulnerability period in the SOE. Specify radio frequency to be used for commencing and terminating the exercise. If desired, specific classes of threat submarines may be revealed to allow ship's watchstanders to narrow down potential torpedo threats.

b. Determine the type of torpedo to simulate at time of attack.

c. Brief the helicopter air crew which will simulate the torpedo without pre-alerting the ship.

6. **HELICOPTER (TORPEDO SIMULATOR).**

a. Initiate the exercise during or at the end of a regularly scheduled mission as briefed by the OCE.

b. Announce commencement of the exercise by broadcasting the code word "BLOODHOUND-BLOODHOUND-BLOODHOUND" on the radio frequency specified in the pre-ex.

c. Simultaneously with the announcement of COMEX, start an inbound run from a distance and using a speed and pattern appropriate for the designated torpedo.

d. Continue the inbound run in a manner consistent with the selected torpedo's characteristics. Upon reaching a distance of 100 yards from the aircraft carrier, if it is apparent that the carrier's actions were insufficient to avoid the torpedo, the helicopter will pass "FINEX - KABOOM, FINEX - KABOOM" over the designated frequency and terminate the exercise. If the carrier takes sufficient evasive actions, the helicopter will pass "FINEX -MISS, FINEX - MISS" and terminate the exercise as soon as it becomes apparent that the torpedo would miss.

CAUTION: EVASIVE ACTIONS BY THE SHIP MAY RESULT IN THE CARRIER CLOSING THE HELICOPTER AT A HIGH RATE OF RELATIVE SPEED. HELICOPTER CREWS MUST BE ALERT TO THE SHIP'S MANEUVERS AND BE PREPARED TO TAKE ACTION TO AVOID.

7. **AIRCRAFT CARRIER**

a. For the designated vulnerability period, restrict maneuverability to limits required by a streamed NIXIE. If practical, stream NIXIE for a four-hour interval within the vulnerability period.

b. Upon being notified that the exercise has commenced, initiate appropriate evasive and defensive actions.

8. **GRADING CRITERIA**. This is a pass-fail exercise. If appropriate, timely actions are taken so that the torpedo would not impact the ship, a passing grade is assigned. Otherwise, a failing grade is assigned.

ASW-09-CV

EVASIVE STEERING

1. **PURPOSE**. Train aircraft carrier bridge and CDC teams to execute evasive steering plans in accordance with ATP 3.

2. **REQUIREMENTS**

a. Aircraft carrier operating in unrestricted waters.

b. Track to be made good during exercise period.

3. **SAFETY**. Safety of the ship and ships in company is paramount. Aircraft carrier bridge and CDC teams must give due consideration to the effects of repeated course changes on closest points of approach (CPA) to hazards to navigation and other ships. This exercise shall not be conducted under conditions of reduced visibility or when shipping, flight operations, etc., may require exercise ships to deviate from prescribed courses.

4. **PROCEDURE**. The purpose of this exercise is to cause the ship to conduct evasive steering in accordance with ATP 3 with minimum prior warning. The OCE shall use appropriate tactical signals to order the aircraft carrier, and ships in company if appropriate, to execute a selected evasive steering plan for a period of at least three hours.

5. **OCE**

a. Select an evasive steering plan appropriate for the ship's operations and tactical situation.

b. At COMEX, order the aircraft carrier and ships in company to execute an evasive steering plan using the delayed executive method.

c. When ready, terminate the exercise with the appropriate signal to cause the ship(s) to resume base course or other selected course.

6. **AIRCRAFT CARRIER**. When ordered to do so, commence evasive steering in accordance with the specified plan.

7. **SHIPS IN COMPANY**. Conduct evasive steering as ordered by the OCE.

8. **GRADING CRITERIA**. This exercise shall be graded according to the timeliness and accuracy of orders to the helm. Maximum score is 100. A penalty of 5 points shall be deducted for each order that is made more than 30 seconds late; a penalty of 10 points shall be deducted for each incorrect course ordered.

CCC-02-CV - SYSTEMS CONTROL

SA-2112 SINGLE AUDIO SYSTEM (SAS)

1. **PURPOSE**

a. Train and evaluate Information Technology (IT) personnel in the use of the SA-2112 Single Audio System (SAS).

b. Train and evaluate personnel in using correct procedures for restoring communications using manual patching.

2. **REQUIREMENTS**

a. References:

1. NAVELEX Tech Manual EE109-CA-OMI-010/E110 SAS, Operation and Maintenance Instruction.

2. Remote Programming Unit (RPU) CD-1/STQ, User's Manual

3. COMNAVAIRPAC/COMNAVAIRLANTINST 3500.20

b. Shipboard SA-2112 system

3. **PROCEDURES**

a. **OCE**

1. Designate the exercise ship.

2. Assign exercise observer(s).

3. Specify the starting time and duration of the exercise.

b. **EXERCISE OBSERVERS**

1. Take station at the SA-2112 to observe the exercise personnel.

2. Direct activation of the system.

3. Evaluate the performance of exercise personnel and their procedures in activating and maintaining the system.

4. Critique exercise personnel upon completion of the exercise.

5. Submit an evaluation report with comments as required.

c. **EXERCISE SHIP PERSONNEL**

1. Activate system in accordance with current communications plan.

2. When directed, shift to manual configuration in accordance with current restoral plan.

CCC-02-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. Theory of operation: Can the controller/watch supervisor demonstrate their knowledge of the system by:.	45	
(a) Drawing a block diagram which includes:		
1. Identification of all equipment and distribution panels?	5	___
2. Correct sequential relationship of all equipment and patch panels?.	5	___
3. Correct identification of all input/output signals and their direction of flow?	5	___
(b) Explain:		
1. The relationship between the line, channel and trunk?	5	___
2 The function of all front panel controls and indicators?	5	___
3. Number of lines, channels and trucks are available?	5	___
4. The difference between RZHS, RZHC, RZMS and the specific patching requirements for each?	5	___
5. Manual patching procedure?.	5	___
6. Purpose and capabilities of the Remote Programming Unit (RPU) (if equipped)?	5	___
2. Techniques and procedures: Does the controller/watch supervisor perform the following functions utilizing proper techniques and procedures:	43	
(a) Automatic Mode:		
1. Enter applicable portions of the Comm plan?	8	___
2. Deny unnecessary connections?	5	___
3. Modify connections?	5	___
4. Verify status of connections?..	5	___
5. Enter and save the Comm plan, deny, modify and verify connections using the RPU (if equipped)?	5	___

(b) Manual Mode:

1. Enter restoral portion of the Comm Plan? . . . . . 5 ___

2. Modify a circuit after implementing the restoration plan?. . . . . 5 ___

3. Verify status of connections? . . . . . 5 ___

3. Organization: Does the Combat Systems organization provide for the following liaisons and reports?. . . . . 12 ___

(a) Are effective internal communications employed between controller, watch supervisor and circuit operator? . . . . . 3 ___

(b) Are equipment casualties promptly reported to repair personnel?. . . . . 3 ___

(c) Are the communication status boards and supervisor's log maintained correctly and up-to-date? . . . . . 3 ___

(d) Is the controller/watch supervisor cognizant of available back-up equipment?. . . . . 3 ___

MAXIMUM SCORE 100 **TOTAL SCORE** ____

CCC-06-CV

SYSTEMS CONTROL - HAVE QUICK ANTI-JAM UHF

1. **PURPOSE**. Train and evaluate Information Technology (IT) personnel in establishing and maintaining a UHF Anti-Jam System.

2. **REQUIREMENTS**

a. References:

1. CNO Letter 2300 Ser 941H/14555170 Dated 16 April 1991

2. COMNAVAIRPAC/COMNAVAIRLANTINST C3500.20

3. Shipboard UHF Line of Sight Have Quick system.

4. KAO-168/TSEC-KY-58

b. Shipboard Quality Monitoring System. (SSQ-88 or equivalent)

3. **PROCEDURES**

a. **OCE**

1. Designate the exercise ship.

2. Designate the exercise observer(s).

3. Designate the assist ship or two on board systems to be utilized.

4. Specify the starting time and duration of the exercise.

b. **ASSISTING SHIP**

1. Activate the system with qualified operators.

2. Send and receive tests.

c. **EXERCISE OBSERVER(S)**

1. Take station in the facilities control areas and appropriate transmitter room to observe the exercise personnel's performance.

2. Receive and check for completeness the exercise personnel's block diagram of the system in accordance with the exercise criteria.

3. Direct activation of the systems.

4. Evaluate the performance of exercise personnel and their procedures in activating and maintaining the system.

5. Critique exercise personnel upon completion of the exercise.

d. **EXERCISE PERSONNEL**

1. Draw a block diagram beginning with the antennas indicating:

A. All equipment in the system.

B. All distribution panels.

C. All input/output signals and their direction flow.

2. Activate and maintain the system in accordance with the exercise criteria when directed by the exercise observer.

CCC-06-CV

EVALUATION SHEET

The exercise personnel will be graded by the exercise observer in the following areas:

Marking Factors	**MAX PTS**	**Score**
1. Theory of operation: Can the controller/watch supervisor demonstrate knowledge of the system by:	54	
(a) Drawing a block diagram which includes:		
1. Identification of all equipment and patch panels?	5	___
2. Correct sequential relationship of all equipment and patch panels?	5	___
3. Correct identification of all input/output signals and their direction of flow?.	5	___
(b) Define:		
1. Have Quick, modes of operation and intended use?	3	___
2. "WORD OF THE DAY" and purpose?	3	___
3. "TIME OF DAY" and purpose?	3	___
4. "WARN TONE" and purpose?	3	___
5. "CONFERENCE TONE" and purpose?	3	___
6. "NET NUMBER" and purpose?.	3	___
7. "CONFERENCE NET" and purpose?.	3	___
8. "HOP RATE" and purpose?.	3	___
9. Frequency Managed Training Net (FMT-Net) and how it is utilized?	3	___
10. The term "MICKEY"?.	3	___
(c) Explain:		
1. Functions of all Have quick modified transceiver front panel controls?	3	___
2. The steps for obtaining the TOD from the WRN-6?.	3	___
3. The steps for manually loading the TOD from the front panel?	3	___
2. Techniques and Procedures: Does the controller/watch supervisor perform the following functions utilizing proper techniques and procedures:.	30	

(a) Load TOD from the WRN-6?. . . . . 4 ___

(b) Send TOD to the receiving end?. . . . . 4 ___

(c) Receive TOD from the originating transmitter? . . . . 4 ___

(d) Load the TOD manually?. . . . . 4 ___

(e) Demonstrate the ability to identify and patch around inoperative equipment? . . . . . 4 ___

(f) Activate the net and establish communications with the distant end?. . . . . 10 ___

3. System Performance: Does the signal quality conform to the following standards:. 8

(a) Remote positions provide clear, undistorted speech? . . . . . 2 ___

(b) Does the receiver operate at the proper audio level?. . . . . 2 ___

(c) Were the following system performance checks made:. . 4 ___

1. Receive UHF Spectrum analysis? . . . . . 2 ___

2. Transmit UHF Spectrum analysis?. . . . . 2 ___

4. Organization: Does the Combat Systems organization provide for the following liaisons and reports: 8

(a) Were effective internal communications employed among controller, watch supervisor and circuit operators? 2 ___

(b) Does the controller/watch supervisor report equipment casualties to repair personnel promptly?. . . . 2 ___

(c) Is the communication status board/supervisor's log maintained correctly and up-to-date?. . . . . 2 ___

(d) Is the controller/watch supervisor cognizant of the available back-up equipment? . . . . . 2 ___

Maximum Score: 100 **Total Score:** _____

CCC-08-CV - LOSS OF FACCON

1. This exercise will be administered by COMCARGRU FOUR during COMPTUEX.

FSO-M-9-CV

MASS CASUALTY EXERCISE

Purpose:
Task and evaluate the orderly process by which a number of personnel casualties with various degrees of injury are evacuated from the scene of a conflagration, triaged into treatment categories, given emergency medical care, and transported to definitive on-board medical care. This exercise also evaluates the integration of the entire ship in responding to a mass casualty scenario in accordance with the ship's mass casualty bill.

Requirements:
Aircraft carrier operating at sea or inport and not at General Quarters. Simulated personnel casualties (40-50) are imposed, commonly in conjunction with a simulated flight deck or hangar bay conflagration. This exercise may be conducted utilizing other scenarios/locations as long as a minimum of 5 seriously injured simulated personnel casualties are imposed. Appropriate moulage shall be applied to patients to maximize realism of the exercise. A tag listing appropriate injury-specific symptoms and signs shall be affixed to each simulated personnel casualty.

Evaluation

Grading Criteria	Maximum Credit	Score
1. Was the mass casualty bill activated within 5 minutes?	5	_____
2. Was immediate attention provided for the casualties?	10	_____
3. Was a designated safe route announced repeatedly over the ship's 1MC, and was the route kept clear by the ship's security personnel?	5	_____
4. Were suitable stretchers used, and were they in good condition?	5	_____
5. Were adequate numbers of stretcher bearers provided?	5	_____
6. Were the casualties carried in a safe manner at all times?	5	_____
7. Were the casualties appropriately triaged and retriaged at all levels of medical care?	10	_____
8. After being triaged, were the casualties transported according to their triage priority?	5	_____
9. Were casualties requiring definitive surgical therapy properly prioritized to the operating room?	5	_____
10. Did the casualties receive appropriate and effective medical care at all medical treatment areas?	15	_____
11. Were sufficient medical supplies available at all medical treatment areas?	5	_____

12. Were all casualties properly accounted for? (Note 1).....5 _____

13. Was the medical treatment given to each casualty appropriately documented?.....10 _____

14.Was the Walking Blood Bank activated, and an adequate number of units collected for the number and type of casualties sustained? (Note 2) 10 _____

Maximum Score: 100 **Total Score:** _____

Note 1: A listing of all casualties containing, at a minimum, the casualty identification #, injury classification, location, and current status.

Note 2: The minimum required number of units shall be estimated as 2 times the number of immediate category personnel casualties imposed. A list of all units collected, by blood type, shall be available.

FSO-M-12-CV

MEDICAL RESPONSE TEAM EXERCISE

Purpose:
Exercise and evaluate the capabilities of the ship's on-scene crewmembers, medical response team and medical department personnel to recognize, prioritize, treat and transport simultaneous medical casualties.

Requirements:
Aircraft carrier operating at sea or inport with two medical response teams available. Two simultaneous medical casualties are imposed on the crew in two different locations: one cardiac arrhythmia/arrest and one multiple injury trauma. Appropriate moulage shall be applied to both patients. The observer/ evaluator shall provide appropriate symptoms and equipment displays as necessary to maximize realism of the exercise. Both patients should be evaluated, treated, stabilized and transported to the main BDS for definitive care.

Evaluation

Grading Criteria	Maximum Credit	Score
Cardiac Patient		
1. Emergency care by the crew	5	_____
2. Prompt arrival of medical response team (Note 1)	5	_____
3. Appropriate supplies and equipment provided	5	_____
4. Proper on-scene treatment provided in accordance with ACLS procedures	20	_____
5. Proper transport to the Main BDS	5	_____
6. Proper ACLS treatment provided at Main BDS	10	_____
Multiple Trauma Patient		
7. Emergency care by the crew	5	_____
8. Prompt arrival of medical response team (Note 1)	5	_____
9. Appropriate supplies and equipment provided	5	_____
10. Proper on-scene treatment provided in accordance with ATLS procedures	15	_____
11. Proper transport to the Main BDS	10	_____
12. Proper ATLS treatment provided at Main BDS	10	_____

Maximum Score: 100 ..... Total Score: _____

**** Note 1: If less than 4 minutes, award 5 points. Deduct 1 point for each additional 30 seconds delay in arrival.**

MOB-D-19-CV

RIGGING BARRICADE

1. **PURPOSE .** Train flight deck personnel in rigging barricades.

2. **REQUIREMENTS.** Flight deck fully manned for flight operations. Aircraft recovery simulated to be in progress.

3. **PROCEDURES.** Ship's Air Department Training Team notifies the Air Officer that an aircraft returning to the ship must be taken in the barricade. A five-minute "standby" will be given prior to commencing the rigging of the barricade. Timing starts when the Air Officer issues the order to rig the barricade. Timing stops when barricade is ready in all respects for an aircraft engagement and procedures 3a. through 3n. have been completed.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. Time.....	40	_____

(a)3:30 rigging time will be scored 40, each second used over 3:30 will be –1. (For example a 3:45 rigging time will be scored 25.)

(b) Any time over 4:00 will result in an unsatisfactory drill.

2. Organization.....	15	_____

(a) Barricade and associated equipment was maintained in a constant state of readiness and in accordance with daily MRC PRE-OP inspection. (Failure to comply will result in an unsatisfactory grade.)

(b) All stations were manned (engine rooms, LSO platform, engine rooms, PriFly, etc.).

(c) Utilized only authorized tools (air motor, wrench-extension, etc.).

(d) Scene leader coordinated the rig and minimized confusion.

(e) Flight deck is promptly configured for the situation. CDP configuration for specific aircraft, etc. Discuss the requirements for bow JBD's raised and crash crane being brought forward during an actual barricade arrestment.

3. Procedures.....	30	_____

(a) Webbing assembly pulled out and spread in a safe and orderly manner.

(b) Clevis pins, anchor nuts, and set screws properly installed at purchase cable terminals.

(c) Stanchions raised approximately 6 inches prior to tensioning.

(d) Webbing properly tensioned and secured forward of deck ramps.

(e) Parallel pendant properly tensioned and aft of deck ramps.

(f) Barricade properly centered.

(g) Deck ramps properly installed and secured (-1 point each

loose/missing ramp, 3 or more will be an unsatisfactory)

(h) Flight deck expeditiously cleared behind and forward of the island.

(i) Webbing assembly tensioned and raised to a minimum of 20 feet

(j) Barricade and pendant engines set for weight of aircraft.

(k) Emergency lens setting used in accordance with aircraft recovery bulletins.

(l) Webbing assembly and tensioning pendants marked in accordance with appropriate technical manual.

(m) A qualified arresting gear officer spot checks entire rig before giving a "Thumbs up" and is clear of landing area.

(n) Green light on deck status light after deck is clear.

4. Safety.....…….. 15 _____

MAXIMUM SCORE 100 **TOTAL SCORE** _____

MOB-E-01-CV

USE OF EMERGENCY DIESEL GENERATOR (EDG)

1. **PURPOSE**. Train aircraft carrier crews in use of emergency diesel generators.

2. **REQUIREMENTS**. Aircraft carrier operating at sea or inport supplying its own electrical power.

3. **SAFETY**. Prior to drill commencement, ensure all manual and automatic bus transfer devices are selected to normal sources of power.

4. **PROCEDURE**. Ship's ETT simulates casualty to ship service generators or electrical distribution system which results in actuation of the automatic starting feature of an emergency diesel generator. Operators must ensure vital loads are energized from the EDG and that all loads are restored to their normal source of power when the casualty has been corrected.

EVALUATION SHEET

MARKING FACTORS	**MAX PTS**	**SCORE**
1. Proper dissemination of information and reports.	.20	___
2. Action by watchstanders to set up the emergency switchboard (and feed back to main switchboard if applicable).	.20	___
3. Action of watchstanders to secure less vital circuits and maintain power to vital loads without overloading the EDG. . .	.30	___
4. Action of watchstanders to restore a normal electrical lineup and return the EDG to auto-start condition.	.10	___
5. Compliance with written procedures	.20	___
MAXIMUM SCORE	**TOTAL SCORE**	____

MOB-S-01-CV

CROSS-DECK PENDANT (CDP) CHANGE

1. **PURPOSE**. Train aircraft carrier arresting gear topside personnel in correct procedures for changing, or swapping ends of a CDP.

2. **REQUIREMENT**. Flight deck manned for flight operations.

3. **PROCEDURE**. Ship's Air Department Training Team informs the Air Officer that the last aircraft recovered had an excessive off-center engagement.

MOB-S-01-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. TIME	50	___
(a) 2:00 minute changing/swap ends time will be scored 50; deduct 5 points for each 15 seconds over 2 minutes. Score "0" for more than 4:00. Thus a time of 2:15 will be scored 45; 3:00 will be 30.		
(b) Any time over 4:00 minutes shall result in an **UNSATISFACTORY** grade.		
2. ORGANIZATION	20	___
(a) Spare cross deck pendants were available on deck.		
(b) Sufficient topside crew available.		
(c) On scene leader coordinated exercise, minimizing confusion.		
(d) Proper tools were available and utilized.		
(e) Tractor available and used safely.		
3. PROCEDURES	20	___
(a) Topside supervisor ensured complete CDP change was inspected and personnel clear of deck prior to clear deck signal.		
(1) Barrel fitting tight.		
(2) Connecting pins tight.		
(3) Allen set screws properly backed out.		
(b) Safety man was available.		
(c) Deck was expeditiously cleared by topside crew.		
(d) CDP safely retracted.		
4. SAFETY	10	___
MAXIMUM SCORE: 100	**TOTAL SCORE**	___

MOB-S-02-CV

FLIGHT DECK STATUS LIGHTS FAILURE

1. **PURPOSE**. Train aircraft carrier arresting gear officers, LSO Platform Spotter/talkers and Landing Signals Officers in actions to be taken in the event a Deck Status
Light failure occurs.

2. **REQUIREMENTS**. Flight deck manned for flight operations.

3. **PROCEDURE**. Ship's Air Department Training Team, with Air Officer's concurrence, secures power to Flight Deck Status Light at the LSO platform just prior to or during a recovery.

NOTE: FOR READINESS REPORTING PURPOSES, THIS EXERCISE MAY ONLY BE REPORTED AS COMPLETE AFTER IT HAS BEEN SUCCESSFULLY CONDUCTED ONCE IN DAYLIGHT AND ONCE AT NIGHT.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. TIME	60	___

Seconds	Max Credits
15	60
20	50
25	40
30	30
35	20
more than 35	0

2. ORGANIZATION. All preparations made	25	___
a. Red and green flags/paddles of suitable size for day ops.		
b. Wands (Red and Green) available for night ops.		
3. PROFICIENCY AND TEAMWORK	15	___
MAXIMUM SCORE: 100	**TOTAL SCORE**	____

MOB-S-03-CV

EMERGENCY LOWERING JET BLAST DEFLECTORS (JBD)

1. **PURPOSE**. Train aircraft carrier catapult personnel to lower a JBD in an emergency situation following an electrical/hydraulic failure with the JBD up.

2. **REQUIREMENTS**

a. Flight deck personnel manned up for flight operations.

3. **PROCEDURES**. Ship's Air Department Training Team informs the Air Officer that the raised JBD panel has suffered a hydraulic/electrical failure which prevents it from being lowered normally and that recovery of an aircraft is expected within the next few minutes. The catapult crew should line up the hydraulic system for manual operation and manually lower the JBD. A one minute standby will be given before lowering the JBD.

MOB-S-03-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. Time	15	___
(a) Time required to lower panels commensurate with operating conditions and requirements.		
2. Organization	25	___
(a) All stations were manned		
(b) On-scene leader coordinated the exercise and minimized confusion		
(c) Proper tool(s) were on-hand		
3. Procedures.	30	___
(a) Hydraulic Failure:		
(1) Position personnel at required stations.		
(2) Secure hydraulic pressure.		
(3) Open bypass valve.		
(4) Commence pushing struts over-center.		
(b) Electrical Failure:		
(1) Turn electrical power switch off.		
(2) Attempt manual operation of the Solenoid Operated Pilot (SOP) valve.		
(c) Topside Petty Officer overall in-charge.		
(d) Topside/below decks JBD phone talker valve operator.		
(e) One crewman holding brace/One crewman restraining holder.		
(f) Two safety observers (port/stbd side of panel).		
(g) Tractor Driver		
4. Safety.	30	___
MAXIMUM SCORE: 100	**TOTAL SCORE**	____

MOB-S-04-CV

AIRCRAFT CARRIER CATAPULT HANGFIRE EXERCISE

1. **PURPOSE**. Train catapult personnel correct procedures to be used when the catapult fails to fire within 10 seconds of initiating this action.

2. **REQUIREMENTS**. Flight deck manned for flight operations. Catapult set to fire a "no-load."

3. **SAFETY**. This exercise should only be conducted when firing "no-loads."

4. **PROCEDURES**. The ship's Air Department Training Team, assisted by the V-2 ALRE Maintenance Officer, will initiate a hangfire situation by creating an acceptable mechanical, electrical or other malfunction that prevents the catapult from firing. Upon failure of the catapult to fire 10 seconds after the fire signal has been given, the Catapult Officer should initiate authorized hangfire procedures. The catapult crew should place the catapult in a safe condition.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. Knowledge and proficiency.	35	____
(a) Catapult Officer/Catapult Safety Observer	10	____
(b) Console/CCP Operator	10	____
(c) Linear/Rotary Engine operator	5	____
(d) Deck Edge/ICCS	5	____
(e) Topside P.O.	5	____
2. Procedures and proper signals.	50	____
3. Organization, communication and safety	15	____
MAXIMUM SCORE: 100	**TOTAL SCORE**	____

MOB-S-05-CV

RIGGING BARRICADE WITH A LOSS OF LOW PRESSURE AIR

1. **PURPOSE**. Train flight deck personnel to rig the aircraft barricade when there is a loss of low pressure (LP) air.

2. **REQUIREMENTS**. Flight deck fully manned for flight operations. Aircraft recovery simulated to be in progress.

3. **PROCEDURES**. The ship's Air Department Training Team notifies the Air Officer that an aircraft returning to the ship must be taken in the barricade and that low pressure air has been lost on the flight deck. A five minute standby will be given prior to commencing the rigging of the barricade. Timing starts when the Air Officer issues the order to rig the barricade; timing stops when the barricade is ready in all respects for an aircraft engagement and procedures 3a through 3n have been completed.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. Time	40	___
(a) 5:00 rigging time will be scored 40; each second used over 5:00 will be minus 1.0; Thus a 5:15 rigging time will be scored 25.		
(b) Any time over 5:30 will result in an unsatisfactory drill.		
2. Organization	15	___
(a) Barricade system and associated equipment maintained in a constant state of readiness and IAW daily MRC PRE-OP instruction. (Failure to comply will result in an unsatisfactory grade).		
(b) All stations manned. (LSO platform, engine rooms, pri-fly, etc).		
(c) Utilized only authorized tools (wrench-extension, etc.).		
(d) Rig Boss coordinated the rig and minimized confusion.		
(e) Flight deck was properly configured for the situation. CDP configuration for specific aircraft; etc. Discussed the requirement for bow JBDs raised and crash crane being brought forward during an actual barricade arrestment.		
3. Procedures	30	___
(a) The webbing assembly was pulled out and spread in a safe, orderly manner.		
(b) Clevis pins, anchor nuts, and set screw were properly installed at purchase cable terminals.		
(c) Stanchions were raised approximately 6" prior to tensioning.		

(d) Webbing was properly tensioned and secured forward of deck ramps.

(e) Parallel pendant properly tensioned and aft of deck ramps.

(f) Barricade properly centered.

(g) Deck ramps properly installed and secured. (-1 point for each loose/missing ramp, three or more will be an unsatisfactory grade)

(h) Flight deck is expeditiously cleared behind and forward of the island.

(i) Webbing assembly is tensioned and raised to 20'.

(j) A qualified Arresting Gear Officer spot checks entire rig before giving "thumbs up".

(k) Barricade and pendant engines are set for weight of aircraft.

(l) Emergency lens setting used IAW current A/C recovery bulletin.

(m) Webbing assembly and tensioning pendants marked IAW appropriate Technical manual.

(n) Green light on deck status light after deck is clear.

4. Safety . . . . . .15 ___

MAXIMUM SCORE: 100 **TOTAL SCORE** ____

MOB-S-6-CV

RESTRICTED WATER FLIGHT OPERATIONS

1. **PURPOSE**. Train aircraft carrier crews to conduct sustained flight operations in restricted waters.

2. **REQUIREMENTS**. Aircraft carrier with embarked air wing operating at sea.

3. **SAFETY**. Safety of the ship and aircraft are paramount. Under no circumstances shall unsafe procedures or operations outside of authorized parameters be used in an attempt to remain within the constraints imposed by this exercise.

4. **PROCEDURES**. The purpose of this exercise is to require the ship and air wing to conduct sustained flight operations throughout a twelve-hour period while restricting the ship's movements to remain within a confined area. The OCE shall designate the operating area at the commencement of each exercise based on the following criteria:

Velocity of True Wind at COMEX	Size of Operating Area
10 knots or greater	20 NM X 20 NM
Less than 10 knots	May be expanded to 30 NM X 30 NM

The operating area shall be a square with boundaries oriented east-west/north-south.

5. **OCE**

a. Prior to COMEX, approve an air plan which exercises the entire air wing in cyclic operations during a twelve-hour period. A minimum of 90 sorties is required.

b. At COMEX, designate the approved operating area according to the criteria provided above.

6. **AIRCRAFT CARRIER**

a. At COMEX, plot the ship's authorized operating area. If the ship's position in the operating area is not specified by the OCE, the ship should assume it is at the downwind side of the box and plot the area accordingly.

b. During the 12-hour exercise period, maintain the ship's position within the authorized operating area.

7. **AIR WING**. Execute the approved air plan throughout the 12-hour exercise period.

8. **ESCORTS**. If tasked with plane guard duties, remain within the authorized operating area.

9. **GRADING CRITERIA**

a. The ship must remain within the operating area for the entire 12-hour period in order to receive a satisfactory grade. Exiting the operating area results in an automatic grade of "unsatisfactory."

b. If the ship remains within the operating area throughout the exercise period, the numerical grade assigned shall be equal to the percentage of scheduled sorties flown, based on the air plan as approved at COMEX.

MOB-S-23-CV

MANUAL OPERATED VISUAL LANDING AIDS SYSTEM (MOVLAS)

1. **PURPOSE.** Train air department personnel in rigging the MOVLAS.

2. **REQUIREMENTS.** Flight deck personnel manned for flight operations.

3. **PROCEDURES.** Ship's Air Department Training Team informs the Air Officer that the Fresnel Lens is inoperative and that the MOVLAS must be utilized. One minute standby will be given prior to commencing the rigging of the MOVLAS. Timing stops when the MOVLAS is ready in all respects.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. Preparation and organization	15	_____
(a) MOVLAS and associated equipment maintenance was in a constant state of readiness. (b) A tool box available and used as needed. (c) The on-scene leader coordinated the exercise and minimized confusion.		
2. Procedures	25	_____
(a) All lights were checked and functionally operative. (b) All lights had correct filters installed and properly retained. (c) All locking pins were installed properly. (d) Tiedown cables were rigged properly. (e) Light box doors were properly positioned for lighting condition desired. (f) The pickle switch was properly attached to the LSO controller. (g) LSO controller moved freely – "Roger" and "no ball" detents were readily determined. (h)All electrical plugs and receptacles had protective caps installed.		
3. Time	35	_____
(a) Station One - 1:05 rigging time will be scored 35, each second over 1:05 will be –1. Any time over 1:35 will result in an unsatisfactory drill.		
(b)Station Two - 1:50 rigging time will be scored 35, each second over 1:50 will be –1. Any time over 2:20 will result in an unsatisfactory drill.		
(c)Station Three - 2:30 rigging time will be scored 35, each second over 2:30 will be –1. Any time over 3:00 will result in an unsatisfactory drill.		
4. Safety	25	_____
MAXIMUM SCORE: 100	**TOTAL SCORE**	_____

1. If three or more datum lights are out, exercise will be graded Unsatisfactory.

2. If two datum lights are out, maximum exercise will be graded Satisfactory (70).

3. If two waveoff or one-cut light is out, exercise will be graded Unsatisfactory.

4. If one waveoff light is out, maximum exercise grade will be Satisfactory (70).

MOB-S-24-SF

FRESNEL LENS OPTICAL LANDING SYSTEM (FLOLS/IFLOLS) DRILLS

1. **PURPOSE.** Train air department personnel in transferring control of FLOLS/IFLOLS from Primary Flight Control to the FLOLS/IFLOLS room.

2. **REQUIREMENTS.** Flight deck personnel manned for flight operations.

3. **PROCEDURES.** Ship's Air Department Training Team with Air Officer's concurrence, informs the FLOLS/IFLOLS room that the Primary Flight Control remote control panel has suffered a casualty and to initiate the transfer of control from Primary Flight Control to the FLOLS/IFLOLS room.

EVALUATION

Marking Factors	**MAX PTS**	**Score**
1. Preparation and organization	25	_____
(a) FLOLS/IFLOLS equipment was in a constant state of readiness.		
(b) Pendant and barricade engagement tables from latest Aircraft Recovery Bulletin No. 62-12 were available in the FLOLS/IFLOLS room.		
(c) Plug P101 on the A100A FLOLS power panel assembly and plugs P4 and P5 on the A200 FLOLS stabilization assembly were readily identifiable.		
(d) Sound powered phone communications was established between PriFly, FLOLS/IFLOLS room and LSO station.		
2. Procedures	25	_____
(a) FLOLS Plugs P101, P4, and P5 removed. (simulate removal)		
(b) FLOLS Switch A720 S12 repositioned from OFF to #2.		
(c) IFLOLS operator initiated transfer of control by touching the "Primary Fly/Lens Room" block on the 2A2A1A1 IFLOLS flat panel display assembly.		
(d) LSO Station/PriFly informed FLOLS/IFLOLS operator of type aircraft landing.		
(e) FLOLS/IFLOLS operator made proper roll angle and hook to eye settings.		
3. Time	50	_____
(a) From start of exercise until FLOLS/IFLOLS system is set for recovery, maximum of 2 minutes:		
(1) 1 minute and 00 seconds	50	
(2) 1 minute and 10 seconds	45	
(3) 1 minute and 20 seconds	40	
(4) 1 minute and 30 seconds	35	
(5) 1 minute and 40 seconds	30	
(6) 1 minute and 50 seconds	25	
(7) 2 minutes and 00 seconds	20	

MAXIMUM SCORE: 100 **TOTAL SCORE** _____

STW-01-CV

STRIKE WARFARE (STW) ENVIRONMENTAL SUPPORT

1. **PURPOSE**. Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Strike Warfare Commander (STWC) in support of strike warfare operations.

2. **REQUIREMENTS**

a. Units to be supported: Strike capable platforms with associated aircraft/sensor complement. May be simulated as part of exercise requirements.

b. Radar and communication parameters for all supported units.

c. Mark III EO Tactical Decision Aids (EOTDA) for Microcomputer Systems.

d. NWP 3-50.1, "Navy Search and Rescue (SAR) Manual."

e. NWP 10-2, "Strike Operations against Land Targets."

f. Tactical Environmental Support System (TESS).

3. **PROCEDURES**. Umpire provides scenario for a strike warfare operation including list of units and weapon systems to be supported and location of operation to OA division 24 hours prior to training evaluation. Umpire may also provide such data as upper air sounding, satellite imagery, and weather charts.

STW-01-CV

EVALUATION SHEET

Marking Factors	**MAX PTS**	**Score**
1. Background Phase. Are division personnel knowledgeable of the following?.	26	
(a) Sensors, weapons, weapon delivery systems being used in the strike.	1	___
(b) Target size parameters for all expected threats . . .	1	___
(c) The tactical considerations of charting, mapping, and geodesy to strike planning to include datum, scale, and accuracy considerations	1	___
(d) The effects on radar, IR/FLIR, and TV that the following weather conditions have on target acquisition.	10	
(1) Clear sky	1	___
(2) Sky obscured by cloud or fog.	1	___
(3) Haze, smog, dust, smoke	1	___
(4) Precipitation	1	___
(5) High absolute or relative humidity.	1	___
(6) Low temperatures.	1	___
(7) Light and variable winds.	1	___
(8) Snow on ground.	1	___
(9) Wet ground well vegetated	1	___
(10) Dry ground	1	___
(e) Tomahawk strike terminology	6	
(1) First preplanned waypoint	1	___
(2) Theater Mission Planning System (TMPS).	1	___
(3) Tomahawk Employment Planning Package (TEPP) . .	1	___
(4) Mission Display System (MDS).	1	___
(5) Tomahawk Weapon Control System (TWCS)	1	___
(6) Digital Scene Matching Area Correlator (DSMAC).	1	___

(f) Data tailoring of the weather channels on the Fleet Multichannel Broadcasts . . . . . .1 ___

(g) HF facsimile broadcasts, regional responsibilities, facsimile schedules, and additions to facsimile schedules . . . . . .1 ___

(h) COMSPOT and FFAX procedure. . . . . .1 ___

(i) Backup procedures in case of TESS failure . . . . . .1 ___

(j) The process used by staff planning for arriving at a Time on Target (TOT) and a required Time of Launch (TOL) for a Tomahawk strike and environmental factors taken into consideration (wind, seas, temperature). . . . . .2 ___

(k) The environmental criteria resulting in TOT recomputation . . . . . .1 ___

2. Planning Phase. In planning a brief of environmental conditions for the strike area were the following considered?. 19

(a) Cloud cover . . . . . .1 ___

(b) Winds . . . . . .1 ___

(c) Air and sea surface temperature; survival time. . . .1 ___

(d) Precipitation . . . . . .1 ___

(e) Surface visibility. . . . . .1 ___

(f) Slant-range visibility. . . . . .1 ___

(g) Humidity. . . . . .1 ___

(h) Cloud bases, tops, amounts, and types . . . . . .1 ___

(i) Divert field and ditch headings . . . . . .1 ___

(j) Freezing level. . . . . .1 ___

(k) Contrails . . . . . .1 ___

(l) Winds aloft . . . . . .1 ___

(m) Altimeter setting, PA, and DA values. . . . . .1 ___

(n) Wind and high seas warnings if applicable . . . . . .1 ___

(o) Aircraft tanking weather conditions . . . . . .1 ___

(p) Sunrise, sunset, moonrise, and moonset. . . . . .1 ___

(r) Civil and nautical twilight . . . . . .1 ___

(s) Illuminance (LUX Value) . . . . . .1 ___

(t) Historical EM Conditions for the strike area. . . . .1 ___

3. Preparation Phase. In preparation for a brief on environmental conditions over the strike area did division personnel. 35

(a) Construct locally analyzed surface weather charts?. .2 ___

(b) Obtain upper air soundings and compare them with numerical model guidance? . . . . . .2 ___

(c) Prepare synoptic and other weather observations?. . .2 ___

(d) Receive and interpret satellite imagery?. . . . . .2 ___

(e) Incorporate reconnaissance, poststrike and "All Source" information into the weather forecast? . . . . . 2 ___

(f) Produce a coverage diagram for all ship and airborne air search radars in the strike? . . . . .2 ___

(g) Produce path-loss diagrams for applicable sensors? . 2 ___

(h) Produce predicted counterdetection ranges for friendly sensors against threat ESM receivers? . . . . . 2 ___

(i)Produce a battle group vulnerability to ESM assessment? . . . . . .2 ___

(j) Produce an electronic counter measure (ECM) effectiveness prediction for jammers used in the strike? . . . . . .2 ___

(k) Produce IR, TV, and Laser strike system guidance? . .2 ___

(l) Perform the calculations needed for a Tomahawk strike using Tomahawk Strike Derby Time of Flight Correction Formulas? . . . . . .4 ___

(m) Prepare a general environmental message for the current operation? . . . . . .3 ___

(n) Perform a search and rescue (SAR) mission (full credit if output < 9 min)? . . . . . .5 ___

4. Briefing Phase 20

(a) Was a briefing packet available and complete? . . . .3 ___

(b) Were briefers knowledgeable in their specific briefing areas? . . . . . .2 ___

(c) Did brief fully cover all environmental factors influencing strike operations in the scenario? . . . . .4 ___

(d) Was brief concise?. . . . . .3 ___

(e) Did briefers make efficient use of graphic products to make brief informative? . . . . . .2 ___

(f) Were briefers able to answer all questions in their specific briefing areas? . . . . . .2 ___

(g) Were briefers able to make tactical recommendations to warfare commanders based on environmental considerations? 4 ___

MAXIMUM SCORE: 100 QUALIFYING SCORE: 80 TOTAL SCORE: ____

APPENDIX III: INSPECTIONS/CERTIFICATIONS/ASSESSMENTS/ASSIST VISITS

INSPECTIONS	PERIODICITY	INSPECTING ORGANIZATION/INSTRUCTION
PROP BOILER, WASTE HEAT, AND AUX BOILER INSPECTION	18 MO	SGPI/CNAL/NSTM 221, 220, 233, 533 CINCPAC/LANTFLTINST 4790.3
DIESEL INSPECTION	IDTC	FTSCPAC/FTSCLANT/NSTM 233, 220 VOL 3 OPNAVINST 9233.1A, CINCPAC/LANTFLTINST 4790.3
UNDERWAY MATERIAL INSPECTION (UMI) *Note 1	*Note 10	INSURV OPNAVINST 4730.5/CINCPACFLTINST 4730.4A
SUPPLY MANAGEMENT INSPECTION (SMI) *Note 2	IDTC	ISIC CNALINST 4440.2
CMS INSPECTION	24 MO	ISIC CMS-1
UNDERWATER HULL INSPECTION	*Note 11	CONSOLIDATED DIVE UNIT OR KTR/NSTM CHAP 81 CINCPACFLT/CINCLANTFLTINST 4790.3
DISBURSING INSPECTION *Note 3	18 MO	COMNAVREGCEN SECNAVINST 7430.1
AV MATERIAL CONDITION INSPECTION (AMCI)	*Note 12	TYPEWING CNALINST 4790.52B/CNAPINST 4790.44C
HS SQDN RESCUE SWIMMER INSPECTION *Note 4	*Note 13	CNO SAR MODEL MANAGER OPNAVINST 3130.6A
HSL/HC SQDN AND AIR STATION SAR INSPECTION *Note 5	Annually	CNO SAR MODEL MANAGER OPNAVINST 3130.6A
CATAPULT ACCUMULATOR INSPECTION	18 MO	TYCOM CINCPAC/CINCLANTFLTINST 4790.3, CNALINST 13020.1C
AV MAINTENANCE INSPECTION (AMI) *Note 6	IDTC	TYCOM CNAP/CNALINST 4790.44C, OPNAVINST 4790.2G
UNIT NATOPS INSPECTION	IDTC	MODEL MANAGER OPNAVINST 3710.7
AIRCRAFT SERVICE PERIOD INSPECTION	*Note 14	DEPOT OPNAVINST 3110.11T
EXTERNAL RADIATION HEALTH INSPECTION *Note 7	Annually	NRMC (TYCOM ASSIST)/NAVMED P-5055 ALNAVAIRPAC/LANT 002/00, OPNAVINST C-210.2
ALRE MAINTENANCE PROGRAM INSPECTION	*Note 15	OPNAVINST 4790.15C
CONVENTIONAL WEAPONS TECHNICAL PROFICIENCY (CWTPI)	*Note 13	TYPEWING CNAPINST 3500.85B/CNALINST 3500.85
MEDICAL READINESS INSPECTION *Note 8	IDTC	TYCOM CNAPINST 6000.2B/CNALINST 60001D
DENTAL READINESS INSPECTION *Note 9	IDTC	TYCOM CINCLANTFLTINST 6600.2A

NOTES

Note 1: UMI includes NAVOSH/EP Assessment, Periodic Oil Pollution Abatement, and Oily Water Separator Inspections.
Note 2: Formerly Supply Management Assessment (SMA). SMI includes the Postal Inspection.
Note 3: Formerly Disbursing Audit.
Note 4: Formerly HS SQDN Rescue Swimmer Evaluation.
Note 5: Formerly HSL/HC SQDN and Air Station SAR Evaluation.
Note 6: Formerly Aviation Maintenance Evaluation (AME).
Note 7: Formerly Unit NATOPS Evaluation.
Note 8: Formerly Medical Readiness Assessment.
Note 9: Formerly Dental Readiness Assessment.
Note 10: Three major deployments NTE 5 years.
Note 11: Pre-Deployment.
Note 12: Post-Cruise.
Note 13: IDTC NTE 24 months.
Note 14: Period End Date (PED) then annually.
Note 15: IDTC Pre-Deployment.

CERTIFICATIONS	PERIODICITY	CERTIFYING ORGANIZATIONS/INSTRUCTIONS
TACTICAL AIR NAV (TACAN) SYSTEM CERTIFICATION	24 MO	SESEF/NAVSEA 5030-A1-MAN CNAP/CNALINST 3721.1, NAVAIRINST 3120.1B
ENGINEERING QUALIFICATION (E-QUAL) CERTIFICATION	IDTC	ISIC (ATG ASSIST)
COMMUNICATIONS READINESS CERTIFICATION	*Note 6	ISIC (ATG ASSIST)
CREW CERT/TRAINING REVIEW *Note 1	*Note 7	TYCOM/ISIC CNAP/CNALINST 3500.20C, CNALINST 3500.48H
DE-RAT CERTIFICATION	*Note 8	NEPMU/MANMED ART 22-37
SEWAGE MARINE SANITATION DEVICE CERTIFICATION	*Note 9	NSW CD 631 NAVSEAINST 9593.2
OIL POLLUTION ABATEMENT (OPA) AND OILY WATER SEPARATOR (OWS) CERTIFICATION	*Note 10	OPNAVINST 5091.1, FTSCPAC/LANTINST 5091.1 NAVSEAINST 9593.2, TITLE 33, USC, SEC 1
FLIGHT OPERATION CERTIFICATION *Note 2	*Note 11	ISIC/TYCOM/ATG CNAP/CNALINST 3500.71A, OPNAVINST 3120.28, CNALINST 3500.56G, CNAP/CNALINST 3100.4 CNAP/CNALINST 3500.20C
OPERATIONAL REACTOR SAFEGUARDS EXAMINATION (ORSE) CERTIFICATION	*Note 12	NPEB OPNAVINST 3540.3, CPFINST 3540.1
POST-OVERHAUL REACTOR SAFEGUARDS EXAMINATION (PORSE) CERTIFICATION	*Note 13	NPEB OPNAVINST 3540.3, CPFINST 3540.1
INTEGRATED LAUNCH AND RECOVERY TELEVISION SURVEILLANCE (ILARTS) CERTIFICATION *Note 3	*Note 14	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
MARKING AND LIGHTING VISUAL LANDING AIDS CERTIFICATION *Note 3	*Note 15	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
FRESNEL LENS OPTICAL LANDING SYSTEM CERTIFICATION *Note 3	*Note 16	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
MANUALLY OPERATED VISUAL LANDING AID SYSTEM (MOVLAS) CERTIFICATION *Note 3	*Note 14	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
LANDING SIGNAL OFFICER WORK STATION/HEADS UP DISPLAY CERTIFICATION *Note 3	*Note 14	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
JET BLAST DEFLECTOR CERTIFICATION *Note 3	*Note 14	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
CATAPULT CERTIFICATION *Note 3	*Note 17	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
AFFF SYSTEM CERTIFICATION	*Note 18	NAWC OPNAVINST 3120.28B, CNAP/CNALINST 3500.7
SHIPBOARD WIND MEASURING EQUIPMENT CERTIFICATION *Note 3	*Note 16	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
NATO SEA SPARROW MISSILE SYSTEM (NSSMS) CERTIFICATION	*Note 19	TYCOM/ATG CNAP/CNALINST 3600.1
ARRESTING GEAR CERTIFICATION *Note 3	*Note 20	NAWC NAWC LTR 13800 SER # 11X630B562-1/0052 DTD 2FEB99
BLUEWATER CERTIFICATION *Note 4	IDTC	TYCOM/CCG1/CCG4 CNAP/CNALINST 3500.20C
TORPEDO READINESS CERTIFICATION *Note 5	IDTC	TYCOM CNAP/CNALINST 8510.13, CNAP/CNALINST 3500.20C

NOTES

Note 1: For CNAL CV/CVN - SRA 1 Phase 1/SRA 2 Phase 2 is part of the ALNAVAIRPAC/NAVAIRLANT 002/00 Crew Certification program per CNALINST 3500.48H.

Note 2: Flight Deck Certification, Precision Approach Landing System (PALS) Certification, CATCC Proficiency Certification, and JP-5 Aviation Fuel System Certification have been incorporated into the CV Flight Operation Certifica

Note 3: Integrated Launch and Recovery Television Surveillance (ILARTS) Certification, Flight Deck Lighting and Marking Certification, Fresnel Lens Optical Landing System Certification, Manually Operated Visual Landing Aid Syst (MOVLAS) Certification, Landing Signal Officer Work Station/Heads Up Display Certification, Jet Blast Deflector Certification, Catapult Certification, AFFF System Certification, Shipboard Wind Measuring Equipment Certi and Arresting Gear Certification are normally conducted simultaneously and scheduled at the end of an availability period. Certain equipment modifications might require recertification outside of planned availabilities and coordinated directly between the TYCOM and the CV/CVN command.

Note 4: Bluewater Certification is incorporated into the Composite Training Unit Exercise (COMPTUEX).

Note 5: Formerly Torpedo Readiness Certification Inspection (TRCI).

Note 6: Pre-Deployment.

Note 7: As required, prior to Fast Cruise for New Construction and Post-Major Overhaul/Deployment.

Note 8: Good for 6 months.

Note 9: PRECOM Ship Trial

Note 10: Initial and NTE 5 years.

Note 11: NTE 2 years.

Note 12: NTE 15 months.

Note 13: As required for Post-Overhaul/Major Availability.

Note 14: When required, NTE 5 years.

Note 15: When required after 30K FT Skid replaced NTE 3 years.

Note 16: When required, NTE 3 years.

Note 17: When required, NTE 12 years.

Note 18: When required, NTE 2 years.

Note 19: IDTC, normally during TSTA.

Note 20: When required.

ASSESSMENTS	PERIODICITY	ASSESSING ORGANIZATION/INSTRUCTION
COMMAND ASSESSMENT OF READINESS AND TRAINING (CART I)	IDTC	CO CNAP/CNALINST 3500.20C
COMMAND ASSESSMENT OF READINESS AND TRAINING (CART II)	IDTC	ISIC (ATG/TYCOM ASSIST) CNAP/CNALINST 3500.20C
TAILORED SHIPS TRAINING AVAILABILITY (TSTA) I, II, AND III/FINAL EVALUATION PERIOD (FEP)	IDTC	TYCOM/ATG CNAP/CNALINST 3500.20C, CNALINST 3500.48H
COMPOSITE TRAINING UNIT EXERCISE (COMPTUEX)/FINAL BATTLE PROBLEM (FBP)	IDTC	TYCOM/CCG1/CCG4 CNAP/CNALINST 3500.20C
COMBAT SYSTEM READINESS ASSESSMENT (CSRA) *Note 1	IDTC	FTSCPAC/FTSCLANT CNAPINST 9093.1B, CNALINST 3520.1E
CARGO AND WEAPONS ELEVATOR ASSESSMENT	IDTC	FTSCPAC/FTSCLANT CINCPACFLTINST 4793.1
FIELD CAL ACTIVITY (FCA) ASSESSMENT *Note 2	*Note 8	FTSCPAC/FTSCLANT OPNAVINST 3960.16
INDUSTRIAL HYGIENE BASELINE ASSESSMENT *Note 3	*Note 9	COG BUMED MTF OPNAVINST 5100.19C
LIGHT-OFF ASSESSMENT (LOA)	*Note 10	ISIC(ATG ASSIST) OPNAVINST 3540.4J
INTERVENING NAVOSH/EP ASSESSMENT (NON UMI)	*Note 11	ISIC (INSURV ASSIST) OPNAVINST 5100.19C, CINCPACFLTINST 5090.1B
PROPULSION/WASTE HEAT BOILER INTEGRITY AND STRENGTH ASSESSMENT	5 YRS	FTSCPAC SGPI NSTM 221, CINCPAC/LANTFLTINST 4790.3
QUALITY ASSURANCE ASSESSMENT	IDTC	ISIC CINCPACFLT/CINCLANTFLTINST 4790.3
WELFARE AND RECREATION FUND ASSESSMENT *Note 4	18-24 MO	TYCOM BUPERSINST 1710.16, CINCPAC/LANTFLTINST 1700.3
SURFACE RESCUE TEAM TRAINING ASSESSMENT (SRTTA) *Note 5	IDTC	FTC/ATG OPNAVINST 3130.6A
WEAPONS SYSTEMS POINTING AND FIRING CUT OUT ZONES ASSESSMENT	3 YRS	FTSCPAC/FTSCLANT NAVSEAINST 9700.1
CV/CVN AIRCRAFT ELEVATOR ASSESSMENT	IDTC	TYCOM/FTSCLANT/FTSCPAC CINCPACFLTINST 4790.3
CATCC MID-CRUISE ASSESSMENT	IDTC	TYCOM CNAP/CNSLINST 3500.20C
SURFACE NUCLEAR PROPULSION MOBILE TEAM TRAINING (SNPMTT) ASSESSMENT	*Note 12	TYCOM CNAPINST 3540.1E, CNAL/CNSLINST C1512.1
NAVOSH ASSESSMENT	IDTC	TYCOM OPNAVINST 5100.23E, CNALINST 5100.33C
MINE READINESS ASSESSMENT *Note 6	IDTC	TYCOM OPNAVINST 5040.15D
IH BASELINE ASSESSMENT *Note 3	*Note 13	COG BUMED MTF OPNAVINST 5100.23E
PERIODIC IH ASSESSMENT *Note 7	2 YRS	TYCOM OPNAVINST 5100.23E
HABITABILITY SELF HELP PROGRAM ASSESSMENT	IDTC	TYCOM OPNAVINST 9640.1A

NOTES

Note 1: Formerly CSRR. Includes 2M Certification, 2M ATE, Topside EMI, Magazine Sprinkler System Review (MSSR), Small Arms Review, and portions of the COSR.
Note 2: Formerly Field Calibration Activity Audit.
Note 3: Formerly IH Baseline Survey.
Note 4: Formerly Welfare and Recreation Fund Audit.
Note 5: Formerly SRTT Evaluation.
Note 6: Formerly Mine Readiness Certification Inspection.
Note 7: Formerly Periodic IH Survey.
Note 8: IDTC (PRE-CSRA).
Note 9: Initial (one time) NLT 6 MOS after PSA.
Note 10: As required.
Note 11: IDTC NTE 3 years.
Note 12: 3 per ORSE cycle.
Note 13: Initial.

ASSIST VISITS	ASSIST ORGANIZATION	INSTRUCTION
The following are established optional assist visits available to the Commanding Officer on request:		
ALCOHOL AND DRUG ABUSE PREVENTION ASSIST	TYCOM WILL COORDINATE	CINCPAC/LANTFLTINST 5350.1, OPNAVINST 5350.4
ANTI-TERRORISM/FORCE PROTECTION ASSIST	LEPS (ATG SCHEDULES)	SECNAVINST 3300.3, DOD DIRECTIVE 2000.16
BOAT AND AIRCRAFT CRANE IMPROVEMENT PROG ASSIST	FTSCPAC	CINCPACFLTINST 4790.3, NSTM 589
CABLEWAY ASSIST VISIT *Note 1	SIMA (PAC)/AMSEC (LANT)	NAVSEAINST 9304.1, DOD REPAIR STD 2003
CMS ADVISE AND ASSISTANCE VISIT	NCTSA	CMS-1, CMS-3, ALNAVAIRPAC/NAVAIRLANT 002/00
DENTAL READINESS ASSIST	TYCOM	CNSPINST 6010.1D (CH-1)
MID-CRUISE ASSIST (MCA)	TYCOM	CNAP/CNALINST 3500.20C
ENVIRONMENTAL HEALTH ASSIST	EPMU	NAVEPMUINST 6200.1
FORCE CAREER COUNSELOR ASSIST	TYCOM	CINCPAC/LANTFLTINST 1040.1E
CMEO EXTERNAL ASSIST *Note 2	TYCOM	OPNAVINST 5354.1, CINCPAC/LANTFLTINST 5354.1A
FORCE CHAPLAIN ASSIST	TYCOM	SECNAVINST 1730.7
INFO SECURITY/ADP ASSIST	ISIC	DON INFO SEC PROGRAM REG 5510.36
LEGAL TECH ASSIST	TYCOM/GRUCOM	CNAP/CNALINST 5800.5D
MEDICAL READINESS ASSIST	TYCOM	CNAPINST 6000.2B, CNALINST 6000.1D
NAV CHECK RIDE ASSIST	ISIC/ATG	CNSL/CNSP/CNAL/CNAPINST 3530.4A
NAVOSH/IND HYGIENE ASSIST	COG BUMED	OPNAVINST 5100.19C, OPNAVINST 5100.23E
NAVSAFECEN SHIP SAFETY ASSIST *Note 3	NAVSAFECEN	OPNAVINST 5100.19C
NCTSA-COMM ASSIST VISIT *Note 4	NCTSA	CINCPACFLT OPORD 201
NAVY FOOD MANAGEMENT TEAM/FOOD SERVICE ASSIST	NFMT	NAVSUP P-486
SEAWARSYSCEN ASSIST GROUP VISIT *Note 5	SEAWARSYSCEN PAC/LANT	NAVSUP PUB P-518, NAVSUP PUB P-522
ORD HANDLING SAFETY ASSIST TEAM	WSAT (PAC)/OHSAT (LANT)	CNAP/CNALINST 3500.20C
POM GROUP FOR WEAPONS AND CARGO ELEVATORS ASSIST	FTSCPAC/FTSCLANT	CINCPAC/LANTFLTINST 4790.3, CINCPACFLTINST 4793.1
POWER SYSTEM, ASSIST REPAIR AND TRAINING	FTSCPAC/FTSCLANT	NONE
SHIP'S ENGINEERING MAINTENANCE TEAM ASSIST (SEMAT)	SWRMC	SWRMC MSG 011327ZOCT96, CINCPACFLTINST 4790.3
SMALL ARMS READINESS REVIEW ASSIST	FTSCPAC/FTSCLANT	NSWC CRANE TEST PLAN 2035/C81/299, NAVSEAINST 8370.2
SUPPLY MANAGEMENT ASSIST VISIT *Note 6	ISIC	CNAP/CNALINST 4440.1B
UMIDS SUPPORT GROUP ASSIST VISIT	COMNAVREGCEN	OPNAVINST 1000.23
SURFACE RESCUE TEAM TRAINING ASSIST	FTC/ATG	OPNAVINST 3130.6A
PERSONAL PAY ASSIST TEAM (PPAT) ASSIST VISIT	ATG	CINCPACFLTINST 5450.44G

INTEGRATED FINANCIAL ANALYSIS (IFA) ASSIST	ATG	NAVSO-P 3013-2
PERIODIC INDUSTRIAL HYGIENE SURVEY ASSIST	ISIC	OPNAVINST 5100.19C
MAINTENANCE PROGRAM ASSIST (MPA)	TYCOM/TYPEWING	CNAPINST 4790.44C, OPNAVINST 4790.2G, CNALINST 13020.1C
CEMAT/UMAT	TYCOM	CNAPINST 4700.1G
CARRIER AIRCRAFT HANDLING ASSIST	TYCOM	CNAP/CNALINST 3500.20C
DAMAGE CONTROL READINESS ASSIST	TYCOM	NONE
ALRE MAINTENANCE PROGRAM ASSIST	TYCOM	CNAPINST 4790.39B, CNALINST 4790.40B
AVIATION ORDNANCE READINESS REVIEW ASSIST	TYCOM	OPNAVINST 8600.2B
SHIP STORE/GALLEY/LAUNDRY ASSIST	TYCOM	NAVSUP P-486/P-487
IH BASELINE ASSIST	TYCOM	OPNAVINST 5100.23E
INFORMATION ASSURANCE ASSIST VISIT	ISIC	SECNAVINST 5510, OPNAVINST 5510.1 SERIES
SUADPS/SAC207 ASSIST	TYCOM	CNAL/CNAPINST 4440.2

Note 1: Formerly Cableway Inspection.
Note 2: Formerly CMEO External Assessment.
Note 3: Formerly NAVSAFECEN Ship Safety Survey.
Note 4: Formerly NCTSA-Comm Assist Team Visit.
Note 5: Formerly NAVMASSO.
Note 6: Formerly Afloat Supply Management Assistance Team (ASMAT)

APPENDIX IV

FAST CRUISE TRAINING

1. General. The following information describes a nominal fast cruise designed to last two working days and the intervening overnight period. The schedule can be lengthened or shortened by adding or deleting events which are not appropriate for a particular fast cruise. The entire crew should be embarked for the duration of fast cruise. All normal underway services should be provided and the ship should be entirely on its own power. All shore services should be disconnected with the exception of potable water, CHT, and telephone services. All reactor and/or engineering spaces should be in operation with all associated major equipment available. All ship control systems should be in operation.

2. Schedule. TAB A provides a generic fast cruise schedule. To be effective, a fast cruise must include the following evolutions:

a. Sea and anchor details for entering and leaving port. During sea detail, conduct the following exercises: MOB-N-4-SF (Gyro piloting), MOB-N-6-SF (Low visibility piloting) and MOB-N-7-SF (Loss of gyro).

b. Rotation through all watch sections. During watches, watch standers and emergency parties will be exercised in the following drills:

(1) Fire

(2) Collision

(3) Flooding

(4) Man overboard

(5) Steering casualties.

c. At least one General Quarters drill.

d. Brief and rig for underway replenishment.

e. Radio checks on all circuits to be used during sea trials.

f. One anchoring evolution.

3. Checklists. TAB B provides recommended checklists with actions to be taken ship-wide and in each department prior to and during fast cruise.

TAB A - SAMPLE FAST CRUISE SCHEDULE

DAY 1

EVENT	TIME	REMARKS
XX01	XXXX	Liberty expires for all hands.
XX02	XXXX	Station the special sea and anchor detail.
XX03	XXXX	Check setting of material condition YOKE.
XX04	XXXX	Simulate getting underway.
XX05	XXXX	Flight Quarters. Conduct FOD walkdown. Conduct exercises MOB-D-18-SF and MOB-D-17-SF.
XX06	XXXX	Conduct navigation exercises MOB-N-04-SF, MOB-N-6-SF and MOB-N-7-SF.
XX07	XXXX	Secure the special sea and anchor detail and Set the normal underway watch.
XX08	XXXX	Simulate class _____ fire in compartment _____.
XX09	XXXX	Conduct departmental exercises and equipment checkout IAW TAB B.
XX10	XXXX	Secure from Flight Quarters.
XX11	XXXX	Noon meal
	1200	Relieve the watch.
XX12	XXXX	Man all port/starboard refueling stations. Rig stations for refueling.
XX13	XXXX	Secure from refueling stations.
XX14	XXXX	General Quarters. Confirm proper manning/repair locker equipage/assignments and battle dress. Set material condition ZEBRA.
XX15	XXXX	Secure from General Quarters. Set material Condition YOKE.
XX16	TBD	Conduct man overboard drill. Conduct boat recovery. STBD/PORT lifeboat will be fully manned and launched.
	1600	Relieve the watch.
XX17	XXXX	Darken ship.
	1800	Relieve the watch.
XX18	XXXX	Daily critique.

2000 Relieve the watch.

XX19 XXXX Eight o'clock reports in XO's cabin

2400 Relieve the watch.

DAY 2

EVENT TIME REMARKS

0000 Continue fast cruise.

0400 Relieve the watch.

0800 Relieve the watch.

XX01 XXXX Man all VERTREP stations.

XX02 XXXX Secure from VERTREP stations.

XX03 XXXX General Quarters. Set material condition ZEBRA. Conduct repair locker training.

XX04 XXXX Secure from General Quarters. Set material condition YOKE.

XX05 XXXX Flight Quarters.

XX06 TBD Man overboard drill. Conduct boat recovery using boat/davit/crew not used Day 1.

XX07 XXXX Secure from Flight Quarters.

XX08 XXXX Noon meal.

1200 Relieve the watch.

XX09 1300 Station the special sea and anchor detail.

XX10 XXXX Make preparations for entering port. The ship will anchor at _____.

XX11 XXXX Set the inport watch.

XX12 XXXX Simulate anchoring in ammo anchorage. Walk out port/starboard anchors to _____.

XX13 XXXX Simulate getting underway from anchor and proceeding into port.

XX14 XXXX Simulate mooring to a pier.

XX15 XXXX Secure the special sea and anchor detail.

XX16 XXXX Station the normal inport watch.

XX17 XXXX Secure from fast cruise.

XX20 XXXX Daily critique/Fast Cruise Debrief

XX21 XXXX Liberty commences.

FAST CRUISE TRAINING

TAB B - RECOMMENDED DEPARTMENTAL EVOLUTIONS

ALL DEPARTMENTS

****** NOTE: THESE ITEMS SHOULD BE COMPLETED PRIOR TO ******
****** COMMENCEMENT OF FAST CRUISE. ******

1. Review watch/quarter/station bill for completeness and accuracy.
2. Check completeness and accuracy of department "Ready for Underway" checklist.
3. Inspect all spaces for lighting, safety, cleanliness, material condition and proper stowage.
4. Verify completeness, accuracy and correct posting of compartment check-off lists (CCOLs) and "bulls-eyes."
5. Inventory and inspect all damage control equipment (battle lanterns, fire extinguishers, fire stations, EEBDs, etc.). Check for broken, missing, inoperative damage control material fittings and equipment.
6. Conduct damage control refresher training to include, at a minimum, emergency egress, EEBD and OBA refresher.
7. Review department man overboard, collision and abandon ship procedures.
8. Inspect all spaces for missile hazards; secure as necessary.
9. Inspect hatches and ladders for chains and stanchions.
10. Properly stow or dispose of all flammable or hazardous materials.

****
FOLLOWING CHECKLISTS SHOULD BE COMPLETED DURING FAST CRUISE.
****

AIR

1. Check Pri-Fly equipment and communications.
2. Check LSO platform equipment and communications.
3. Check ILARTS cameras and monitors.
4. Check aircraft electrical starting stations.
5. Check operation of aircraft elevators and stanchions.
6. Check operation of catapults (fire no loads).
7. Check arresting gear. Exercise all engines.
8. Check JBD's.
9. Check crash crane operation.
10. Conduct training in rigging/unrigging of barricade and check for proper operation.
11. Check operation of tractors, starting units, TAU's and P-16's.
12. Check all crash/salvage equipment (dollies, hoisting slings, etc.).
13. Check operation of conflagration control equipment and communications, hangar bay divisional doors, elevator doors, etc.
14. Inspect all personal survival equipment, life vests, flight deck shoes and jerseys, etc.
15. Check flight and hangar deck control equipment and communications.
16. Check CO2 and ventilation alarms in aviation gasoline pump and filter rooms (as applicable).
17. Check all catapult and arresting gear accessories.
18. Rig MOVLAS at all available stations. Check operation and completeness of equipment.
19. Check condition of all flight deck safety nets.
20. Inspect all flight and hangar deck markings for compliance with Visual Landing Aids General Service Bulletin No. 8.
21. Check availability of chocks, tie-downs, tow bars, etc.

22. Check aircraft fueling systems. Ensure AFOSS books are current and on station.

23. Conduct FOD walkdown.

24. Sequence hangar bay and flight deck lighting.

25. Inspect and cycle hangar bay doors and aircraft elevator doors.

26. Verify operation of departmental sound-powered phone circuits (19JG, 21JG, 6JG).

27. Functionally test and operate the 3MC and 5MC from all stations.

28. Inspect re-reeve machine for operation.

29. Conduct flight warning system check.

30. Raise and lower whip antennas.

31. Operate flight deck fresh water system.

32. Conduct 60 day/40 night deck-edge elevator runs for qualifications.

33. Functionally test and operate the 19 MC, 21 MC, Crash/Fire alarm, ALDIS lamps, and rotary beacons.

34. Functionally test and operate the SRC-47 radio circuit.

35. Check wind speed/direction/cross-wind indications.

36. Functionally test and operate arresting gear/lens cross check indicator.

AIMD

1. Check operation of avionics and support ship equipment and test benches.

2. Test all sound-powered phone and intercom circuits.

3. Ensure all test equipment has been electrically safety checked and is properly secured for sea.

COMMUNICATIONS

1. Complete pre-underway check-off sheet.

2. Review applicable OPORD, OPTASK COMMS, COMM Plan and Departmental SOP’s/Instructions.

3. Review Command Guard List. Verify guard requirements for all embarked commands properly loaded in the NAVMACS data base.

4. Verify single channel (CV2460/URA-17) fully operable (demonstrate).

5. Verify DAMA, NAVMACS, SHF DSCS, SHF CAIII, EHF, OTCIXS, TADIXS, TACINTEL, and FM Vinson fully operational.

6. Ensure adequate expertise exists on all watches to demonstrate frequency shifts (HF/UHF) within maximum of 10 minutes.
7. Verify Quality Monitoring and Control Subsystem (QMCS) is operational.

8. Verify Emergency Destruction Procedures readily available to watch personnel.

9. Establish and maintain full period high frequency (HF) termination for 4 hours during Fast Cruise with a minimum of 2 transmit/receive frequency shifts. Maximum allowable outage for HF term during Fast Cruise is 30 Minutes.

10. Establish and maintain Fleet Broadcast (FLTBCST). Copy HF broadcast a minimum of 2 hours with no more than 15 minutes of outage. Copy Satellite Broadcast a minimum of 4 hours with no more than 30 minutes of outage.

11. All watch sections demonstrate the ability to "spare off" crypto and/or NOW terminal equipment.

12. Verify operation of Single Audio System (SAS). Verify all remote positions properly patched.

13. Ensure adequate personnel on hand to conduct HJ's.

14. Ensure White Pinnacle fast reaction procedures readily available to all watch sections.

DECK

1. Conduct anchor windlass test.

2. Walk out and raise anchors.

3. Operate capstan and winches.

4. Simulate taking in lines. Conduct safety training for line handlers.

5. Remove/replace brows (may be simulated).

6. Inspect and test cargo handling equipment.

7. Test boats and davits by putting a fully manned duty lifeboat in the water during man overboard drills.

8. Exercise B and A crane to raise and lower boats.

9. Man replenishment and refueling stations. Check rigging and operation of replenishment equipment.

10. Check sound-powered phones, walkie-talkies and MC circuits.

11. Simulate mooring/getting underway.

12. Simulate man overboard procedures

ENGINEERING

1. Check all underway IC systems such as engine order telegraph RPM indicators, ship control sound power circuits, MC units, rudder angle indicators and gyro inputs to repeaters.

2. Conduct hot checks of main propulsion plant equipment IAW EOSS.

3. Test main engines by steam - after main propulsion plant is in a split plant configuration.

4. Warm up all catapults. NOTE: Check all catapult steam lines from source to catapult to ensure combustible material is not adjacent to steam lines.

5. Test steering engines from after steering. Shift control to bridge and test steering from conning station. Repeat evolution from secondary conn.

6. Operate all main propulsion auxiliary equipments by steam or electrical power.

7. Conduct training on starting and securing propulsion auxiliary equipments using EOSS.

8. Test run emergency diesel generators.

9. Test ship's whistles.

10. Ensure dry air and cooling water services to ship's electronic equipments are properly lined up.

11. Test O2-N2 HP air compressors.

12. Check operation of anchor windlass.

13. Test B and A crane.

14. Run all deck winches.

15. Test all fire pumps and fire main valves in all modes.

16. Test all fuel oil transfer pumps.

17. Check ABT's throughout ship and ensure power selection source is in normal position.
18. Conduct phone talker drills on engineering sound powered phone circuits.

19. Conduct ABC system OLV checks.

20. Check operation of all steam reducing stations.

21. Conduct engineering casualty control drills.

22. Simulate gyro compass casualty.

23. Check out AFFF and Halon systems.

24. Ensure all repair party locker inventories are complete.

25. Conduct damage control training.

26. Conduct repair party training.

27. Conduct at-sea fire party and rescue and assistance drills.

28. Check equipment and communications in Central Control.

EXECUTIVE

1. Conduct emergency incident training including proposed press release, operational security, pre-disclosure rules and NOK notification.

2. Verify procedures for tracking ship riders.

MEDICAL/DENTAL

1. Conduct battle dressing station training.

2. Conduct mass personnel casualties training.

3. Simulate aircraft crash support.

4. Check first aid lockers for completeness and security.

5. Exercise the emergency medical response team.

NAVIGATION

1. Simulate getting U/W and restricted maneuvering and plotting.

2. Simulate ship conning.

3. Simulate steering gear and engine telegraph failures.

4. Conduct tactical formation and maneuvering board problems.

5. Indoctrinate watch teams.

6. Conduct OOD training. Conduct Rules of the Road quiz.

7. Make wind and heading computations for flight operations.

8. Take fathometer readings.

9. Conduct plane in water drill.

10. Conduct man overboard drill.

11. Review whistle signals; test ship's whistles.

12. Simulate anchoring.

13. Check all sound powered and MC circuits. Conduct bridge-to-bridge radio

checks.

14. Verify operability of bridge window heaters, washers and wipers.

15. Confirm accuracy and completeness of all charts to be used during underway period, including Notices and Local Notices to Mariners.

16. Verify proper operation of all electronic navigation equipment. Determine and post gyro and repeater errors.

17. Confirm all reference material for bridge watch standers is available on the bridge.

18. Verify Flashing Light, Nancy procedures and yard arm blinkers. (Demonstrate.)

19. Review Signal Bridge SOP's and logging procedures.

20. Review department man overboard, down aircraft, collision, boarding, abandon ship procedures. (Signal Bridge demonstrate equipment breakout)

21. Review supervisor logs for procedure and content.

OPERATIONS

1. Conduct surface and air tracking exercises with simulated course and speed, gyro and EM log failure.

2. Conduct Link 11, Link 16, and Link 4 checkout.

3. Check UHF radios and TACAN.

4. Conduct ACLS check-out.

5. Review procedures for setting Hero EMCON and situation EMCON conditions.

6. Utilize NTDS/ACDS training programs.

7. Review procedures for all evolutions expected to take place during initial at-sea period (include lost aircraft and other aircraft emergencies).

8. Conduct tactical maneuvering/coordination exercise.

9. Conduct ESM training.

10. Check out meteorological equipment and provide meteorological briefings.

11. Simulate CDC piloting and radar navigation assistance.

12. Conduct man overboard/aircraft in water training.

13. Check all sound-powered, inter-comm and MC circuits.

14. Check for broken, missing or inoperative damage control material fittings and equipment.

15. Verify radars and repeaters are operating properly.

16. Complete pre-underway checklist for electronic/combat missile and gun systems.

17. Check out all IFF, satellite navigation, SINS and electronic data processing/recording equipment.

18. Check out operation of CATCC DAIR console functions, interfaces and software.

19. Review standard radio telephone procedures.

20. Check operation of CATTC console functions.

21. Conduct ACDS/NSSMS interface drills.

SAFETY

1. Conduct pre-mishap drill.

2. Spot check eye-wash and emergency deluge stations for proper installation, operation and availability.

3. Conduct shipboard safety training.

4. Conduct thorough safety inspection of ship using all safety petty officers.

SUPPLY

1. Check storerooms to ensure combustible material is not stored adjacent to steam lines and other high heat sources.

2. Inspect repair parts stowage areas for proper stowage of material and operability of all equipment, including available computer and ADP equipment.

3. Review trash disposal procedures for plastics at sea.

4. Inspect ship service areas, mess decks, CPO mess and wardrooms for cleanliness and operability of equipment.

5. Confirm proper operation of all hotel services to galleys, laundry, etc.

WEAPONS

1. Conduct magazine sprinkler test on all sprinkler boards.

2. Conduct weapons handling evolutions.

3. Conduct .50 cal ships defense, small boat attack manning exercise.

4. Check sound-powered phone and MC circuits.

5. Verify adherence to safety regulations including compatible stowage aspects.

6. Operate weapons elevators in all modes.

7. Inspect all magazines.

8. Check FC/FZ and HD/HF alarms for proper operation.

9. Conduct OTTO II fuel spill, contamination exercise, review procedures.

APPENDIX V

CART II TRAINING
TAB A - SAMPLE CART II SCENARIO SCHEDULE

Monday

1000	Exams: CDC Watchstanders exams (TAO, AIC, CV-TSC, EWM, TAS, CIWS, NSSMS, CTO/R/M), General OS knowledge, TOP general Knowledge, Lookouts, QM general knowledge, Rules of the Road for Officer Watchstanders.
1300	CART II inbrief with Commanding Officer, Executive Officer, Dept Heads and ITT.
1320 - 1600	CART II checklist review for: - Damage Control (DCA admin and Repair Locker Checks) - Air (Review discrepancies from previous visits and training program - Deck - Navigation and TOP - Medical - Combat Systems (CDC and Combat Systems)
1630	Commanding Officer update

Tuesday

TBD	NSSMS Certification review
TBD	OCSOT
0800	CART II checklist review (continued), SAR evaluation gear check, SAR evaluation admin review, Navigation checks (radiate pri/sec radars for PMS, DRT/DDRT checks, gyros on line)
0840	Unrep Station check (3 RX fuel, 2 DL fuel sponson and 2 sliding padeyes)
0900	DCPO’s / DCTT brief/lecture
1000	Repair Locker checks (continued)
1030	ITT meeting
1300	Boat/Davit checks
1300	Simultaneous MRT (cardiac / trauma)
1300	P-100/ES pump demo, portable ext (CO2, PKP)/EEBD/fire station check/AFFF stations/Compt inspection/HALON
1430	Abandon ship/life saving gear check
1530	Sample navigation brief
TBD	Steering checks

Wednesday

0800-1200	Set underway watches (bridge/TOP/surface), starting with Sea and Anchor (conduct comm circuit checks) and walk thru normal U/W watch sections
0800	Yoke checks by FTG and DCTT
0800	SNTT brief (low visibility and swept channel for navigation and man overboard w/MWB for deck)
0830	Run low visibility and swept channel drills
0830	CSTT brief
0900	ADTT brief
0915	DCTT and V-4 reps brief (ASFP)
0930	Battle problem intel brief and C/S watchstanders brief
0930	Flight Deck drills
1000	ASFP (JP-5 pump room)
1100	C/S safety walkthru
1100	ITT brief
1300	C/S battle scenario
1300	CCA/DECON station review (one station)
1300	Hanger Deck Fire
1330	Mass Casualty drill
1530	CSTT debrief
1530	DCTT GQ debrief
TBD	Deck admin check (Watchbills and WT test data)
1630	Commanding Officer’s daily update

Thursday

0800	Set condition III watch stations
0830	GQ (grade Zebra and conduct mini mass conflag scenario)
TBD	2nd CSTT battle problem
1300	SAR drill (MOB-S-14-SF W/MWB recovery)
1630	Commanding Officer’s daily update

Friday

0800	TSTA I/II SOE build
1000	Executive brief to CO/XO
1030	Debrief to ISIC/key personnel

APPENDIX VI BIBLIOGRAPHY

OPNAVINST

1412.2 SURFACE WARFARE OFFICER (SWO) QUALIFICATION AND DESIGNATOR

1500.22 GENERAL MILITARY TRAINING (GMT)

1650.24 CHIEF OF NAVAL OPERATIONS AVIATION - RELATED AWARDS

3120.32 STANDARD ORGANIZATION AND REGULATIONS OF THE U.S. NAVY

3500.34 PERSONNEL QUALIFICATION STANDARDS (PQS) PROGRAM

C3501.65 REQUIRED OPERATIONAL CAPABILITY/PROJECTED OPERATIONAL ENVIRONMENT (ROC/POE) FOR MULTI-PURPOSE AIRCRAFT CARRIERS (CV/CVN)

3540.3 NAVAL NUCLEAR PROPULSION EXAMINING BOARDS

3540.4 PROPULSION EXAMINING BOARDS FOR CONVENTIONALLY POWERED SHIPS

3590.11 THE ARLEIGH BURKE FLEET TROPHY/MARJORIE STERRETT BATTLESHIP FUND AWARD/USS ARIZONA MEMORIAL TROPHY

4100.7 SECRETARY OF THE NAVY ENERGY CONSERVATION AWARDS PROGRAM

4700.8 TRIALS, ACCEPTANCE, COMMISSIONING, FITTING OUT, SHAKEDOWN, AND POST AVAILABILITY SHAKEDOWN AVAILABILITY OF US NAVAL SHIPS UNDERGOING CONSTRUCTION OR CONVERSION

4790.4 ISSUE OF SHIPS' MAINTENANCE AND MATERIAL MANAGEMENT (3-M) MANUAL

5040.6 NUCLEAR WEAPON TECHNICAL INSPECTIONS (NWTIS) AND NUCLEAR WEAPON READINESS CERTIFICATION

5040.15 MINE WARFARE READINESS CERTIFICATION INSPECTION (MRCI)

5090.1 ENVIRONMENTAL AND NATURAL RESOURCES PROGRAM MANUAL

5100.19 NAVY OCCUPATIONAL SAFETY AND HEALTH (NAVOSH) PROGRAM MANUAL FOR FORCES AFLOAT (VOLS I, II, & III)

5354.1 NAVY EQUAL OPPORTUNITY

8023.23 PROCEDURES FOR SHIPBOARD EXPLOSIVES SAFETY INSPECTIONS

8600.2 NAVAL AIRBORNE WEAPONS MAINTENANCE PROGRAM

9080.3 PROCEDURES FOR TESTS AND TRIALS OF NAVY NUCLEAR POWERED SHIPS UNDER CONSTRUCTION, MODERNIZATION, CONVERSION, REFUELING AND OVERHAUL

9094.1 FULL POWER AND ECONOMY TRIAL REQUIREMENTS FOR NON-NUCLEAR SURFACE SHIP CLASSES

SECNAVINST

4101.1 SECRETARY OF THE NAVY ENERGY CONSERVATION AWARDS PROGRAM

4790.3 SECRETARY OF DEFENSE MAINTENANCE AWARDS PROGRAM

CINCLANT/PACFLT JOINT INSTRUCTIONS:

4790.3 JOINT FLEET MAINTENANCE MANUAL

6000.1 MEDICAL READINESS ASSESSMENT (MRA) PROGRAM

CINCLANTFLTINST

3500.19 PERSONNEL QUALIFICATION STANDARDS (PQS) PROGRAM

3540.1 REACTOR SAFEGUARDS EXAMINATIONS AND RADIOLOGICAL CONTROLS PRACTICES EVALUATIONS OF ATLANTIC FLEET UNITS

3541.1 MINIMUM DAMAGE CONTROL PQS AND FORMAL SCHOOL REQUIREMENTS

3590.11 BATTLE EFFICIENCY COMPETITION AND AWARDS

5400.2 U.S. ATLANTIC FLEET REGULATIONS

8020.3 CONVENTIONAL ORDNANCE HANDLING SAFETY AND ASSISTANCE TEAM

CINCPACFLTINST

3500.16 PERSONNEL QUALIFICATION STANDARDS (PQS) PROGRAM

3540.1 REACTOR SAFEGUARDS EXAMINATIONS AND RADIOLOGICAL CONTROLS PRACTICES EVALUATIONS OF PACIFIC FLEET UNITS

3541.1 MINIMUM DAMAGE CONTROL (DC) PQS AND FORMAL SCHOOL REQUIREMENTS

3590.4 BATTLE EFFICIENCY COMPETITION, TROPHIES, AND AWARDS

4200.1

4790.2 PACFLT 3-M INSPECTION POLICIES, PROCEDURES AND CRITERIA

COMNAVAIRLANT/AIRPAC JOINT INSTRUCTIONS:

1040.1 PACIFIC FLEET AND ATLANTIC FLEET RETENTION PROGRAM

3100.4 AIR DEPT STANDARD OPERATING PROCEDURES (SOP)

3100.5	AIRCRAFT CARRIER DENSITY AND MULTIPLE COMPUTATION TECHNIQUES FOR AIR WING COMPOSITION/DEPLOYMENT
3120.33	CARRIER ANTI-SUBMARINE WARFARE MODULE (CV-ASWM) REQUIREMENTS AND STANDARD OPERATING PROCEDURES (SOP)
3520.1/ 9093.1	AIRCRAFT CARRIER COMBAT SYSTEM READINESS REVIEW
3540.10	ENGINEERING OPERATIONS ASSESSMENT, TRAINING, AND QUALIFICATION FOR CONVENTIONALLY POWERED AIRCRAFT CARRIERS
3500.68/ 3500.69	COMBAT SYSTEMS TRAINING TEAM (CSTT)
3500.71	CV FLIGHT OPERATIONS FOLLOWING OVERHAUL, RESTRICTED AVAILABILITY, NEW CONSTRUCTION, OR EXTENDED NON-FLYING PERIOD.
3500.72/ 3500.86	AIR DEPARTMENT TRAINING TEAM (ADTT) ORGANIZATION AND IMPLEMENTATION
C3516.1	CV/CVN CLASS COMBAT SYSTEMS DOCTRINE TECHNIQUES AND PROCEDURES MANUAL (CSTP)
8020.3	CONVENTIONAL ORDNANCE HANDLING SAFETY AND ASSISTANCE TEAM

COMNAVAIRLANTINST

3500.42	AIR WING READINESS TRAINING MANUAL
3500.48	CARRIER/AIR WING COMPOSITE READINESS DEVELOPMENT PLAN
3500.52	MANAGEMENT OF COMNAVAIRLANT PERSONNEL QUALIFICATION STANDARDS (PQS) PROGRAM
4790.41	PROMULGATION OF COMNAVAIRLANT SURFACE MAINTENANCE AND MATERIAL MANAGEMENT (3M) SYSTEM MANUAL
6000.1	SHIPBOARD MEDICAL PROCEDURES MANUAL
8510.13	TORPEDO READINESS CERTIFICATION
9080.2	CONDUCT OF TRIALS AND INSPECTIONS INCIDENT TO CONSTRUCTION, OVERHAULS, OR AVAILABILITIES OF NUCLEAR POWERED AIRCRAFT CARRIERS (CVN)
9090.2	CONDUCT OF SHIPYARD TRIALS AND INSPECTIONS INCIDENT TO SERVICE LIFE EXTENSION PROGRAM (SLEP), OVERHAULS, OR AVAILABILITIES OF CONVENTIONALLY POWERED AIRCRAFT CARRIERS
13800.3	AIRCRAFT LAUNCH AND RECOVERY OPERATIONS MANUAL

COMNAVAIRPACINST

3500.53	AIR COMBAT MANEUVERING (ACM)
3500.56	AIRCRAFT CARRIER TRAINING DEPARTMENT
4730.12	CONDUCT OF TRIALS AND INSPECTIONS INCIDENT TO CONSTRUCTION, OVERHAULS OR AVAILABILITIES
4790.1	PLANNED AND PROGRAMMED MAINTENANCE OF COMNAVAIRPAC EQUIPMENT FACILITIES
5040.8	COMNAVAIRPAC COMMAND INSPECTION PROGRAM
5061.2	DORIE P. MILLER MEMORIAL AWARD FOR WARDROOM FOOD SERVICE EXCELLENCE ABOARD NAVAIRPAC AIRCRAFT CARRIERS
5440.2	STAFF ORGANIZATION AND REGULATIONS MANUAL (SORM)
6000.2	SHIPBOARD MEDICAL PROCEDURES MANUAL
8020.3	COMNAVAIRPAC WEAPONS SAFETY ASSISTANCE TEAM
13800.9	AIRCRAFT LAUNCH AND RECOVERY OPERATIONS MANUAL

COMINEWARCOMINST

8550.1	PROCEDURES FOR REQUESTING MINE WARFARE EXERCISE AND TRAINING (ET) MATERIAL AND SERVICES

NEXCOMINST

4067.5	SHIP’S STORE RETAIL AND SERVICE EXCELLENCE AWARD

NAVSUPINST

5061.2	NEY EVALUATION TEAM VISIT

DODINST

1348.30	SECRETARY OF DEFENSE MAINTENANCE AWARDS

NAVEDTRA

10074A	NAVOSH TRAINING GUIDE FOR FORCES AFLOAT
12061	CATALOG OF NON-RESIDENT TRAINING COURSES

43100-1C	UNIT COORDINATOR’S GUIDE
43100-2	PQS MODEL MANAGER’S GUIDE
43460-4	AFLOAT SAFETY PROGRAMS

APPENDIX VII ABBREVIATIONS

3-M	Material and Maintenance Management System
AAW	Anti-Air Warfare
ABC	Automatic Boiler Controls
ABE	Aviation Boatswains Mate, Catapults and Arresting Gear Operations
ABF	Aviation Boatswains Mate, Aircraft Fueling Systems
ABH	Aviation Boatswains Mate, Flight and Hangar Deck Operations
ABT	Automatic Bus Transfer
A/C	Aircraft
ACC	Aircraft Controlling Custodian
ACDS	Advanced Combat Direction System
ACLS	Automated Carrier Landing System
ACLS	Advanced Cardiac Life Support
ACM	Air Combat Maneuvering
ADDU	Additional Duty
ADP	Automated Data Processing
ADPA	American Defense Preparedness Association
ADTT	Air Department Training Team
AESS	Automatic Electronic Switching System
AFFF	Aqueous Film Forming Foam
AFOSS	Aviation Fuels Operational Sequencing System
AIC	Air Intercept Control
AIHA	American Industrial Hygiene Association
AIMD	Aircraft Intermediate Maintenance Department
AIR	Aircraft Inventory Record
ALRE	Aircraft Launch Recovery Equipment
AME	Aviation Maintenance Inspection
AMR	Auxiliary Machinery Room
AMRR	Aircraft Maintenance Readiness Report
AMSR	Aviation Maintenance Supply Readiness
AOC	Association of Old Crows
AOOCP	Aviation Ordnance Officer Career Progression
ARG	Amphibious Ready Group
ASTAC	Anti-Submarine Tactical Air Controller
ASFP	At Sea Fire Party
ASMAT	Afloat Supply Management Assist Team
ASTAC	Anti-Submarine Warfare Tactical Support Center
ASW	Anti-Submarine Warfare
ATE	Automated Test Equipment
ATG	Afloat Training Group
ATLS	Advanced Trauma Life Support
ATO	Air Tasking Order
ATP	Allied Tactical Publication

AW	Air Warfare
AWC	Air Warfare Commander
AWM	Awaiting Maintenance
BB	Bottom Bounce
BDS	Battle Dressing Station
BFIMA	Battle Force Intermediate Maintenance Activity
BG	Battle Group
BUMED	Bureau of Medicine
C2P	Command Control Processor
C4I	Command, Control, Communications, and Computer
CAMSEE	Combined Aircraft Maintenance/Supply Effectiveness
CANN	Cannibalization
CARGRU	Carrier Group
CART	Command Assessment of Readiness and Training
CATCC	Carrier Air Traffic Control Center
CATCC DAIR	Carrier Air Traffic Control Center Direct Altitude and Identity Readout
CBR	Chemical, Biological, Radiological
CBR-D	Chemical, Biological, Radiological Defense
CCA	Contamination Control Area
CCOL	Compartment Check-Off Lists
CCP	Central Charging Panel
CDC	Combat Direction Center
CDLMS	Common Data Link Management System
CDP	Cross-Deck Pendant
CEC	Cooperative Engagement Capability
CEMAT	Carrier Engineering Maintenance Assistance Team
CFA	Cognizant Field Activity
Chem/Radcon	Chemical Radiation Control
CHENG	Chief Engineer
CHRIMP	Consolidated Hazardous Material Reuse
CHT	Collection, Holding and Transfer
CIC	Combat Information Center
CIN	Course Identification Number
CINC	Commander in Chief
CIWS	Close In Weapons System
C/M-rating	Overall Status Category/Mission Area Rating
CMEA	Cognizant Maintenance Engineering Activity
CMS	Communications Security Material System
CO2	Carbon Dioxide
COG	Cognizant Authority
COH	Complex Overhaul
COMCARGRU	Commander Carrier Group
COMEX	Commencement of Exercise
COMPEX	Competitive Exercises
COMPTUEX	Composite Training Unit Exercise
COMSEC	Communications Security
COMSPOT	Communications Spot Report

CNET	Chief of Naval Education and Training
CONUS	Continental United States
COSAL	Coordinated Shipboard Allowance
COSR	Conventional Ordnance Safety Review
CPA	Closest Point of Approach
CRC	Communications Readiness Certification
CRDP	Composite Readiness Development Plan
CSOOW	Combat Systems Officer of the Watch
CSRA	Combat Systems Readiness Assessment
CSTT	Combat Systems Training Team
CTO/R/M	Cryptologic Technician Communication/Collection/ Technical
CVBG	Carrier Battle Group
CVTSC	Carrier Tactical Support Center
CVTSCWO	Carrier Tactical Support Center Watch Officer
CVW	Carrier Wing
CWTPI	Conventional Weapons Technical Proficiency Inspection
CZ	Convergence Zone
DC	Damage Control
DCA	Damage Control Assistant
DCPO	Damage Control Petty Officer
DCTT	Damage Control Training Team
DDRT	Digital Dead Reckoning Tracer
DESRON	Destroyer Squadron
DIFAR	Direction Finding and Ranging
DLQ	Deck Landing Qualification
DLRP	Data Link Reference Point
DP	Direct Path
DPIA	Docking Planned Incremental Availability
DRT	Dead Reckoning Tracer
DSMAC	Digital Scene Matching Area Correlator
DSPO	Division Safety Petty Officer
DTE	Detect to Engage
EAM	Emergency Action Message
EAWS	Enlisted Aviation Warfare Specialist
ECCM	Electronic Counter Counter Measures
ECM	Electronic Counter Measure
EDG	Emergency Diesel Generator
EEBD	Emergency Escape Breathing Device
EM	Electromagnetic
EMCON	Emission Control
EMI	Electromagnetic Interference
EOCC	Engineering Operational Casualty Control
EOOW	Engineering Officer of the Watch
EOSS	Engineering Operational Sequencing System
EOTDA	EO Tactical Decision Aids
EQUAL	Engineering Qualification

ER Emergency Room
ES Electronics Surveillance
ESTA Explosive Safety Technical Assist
ESM Electronic Surveillance Measures
ESWS Enlisted Surface Warfare Specialist
ETT Engineering Training Team
EW Electronics Warfare
FACCON Facilities Control Center
FBP Final Battle Problem
FDNF Forward Deployed Naval Force
FEP Final Evaluation Period
FLEETEX Fleet Exercise
FLIR Forward Looking Infrared
FLTBCST Fleet Broadcast
FMC Fully Mission Capable
FMT-Net Frequency Managed Training Net FOD Foreign Object Damage
FOM Figure of Merit
FRSCQ Fleet Reserve Squadron Carrier Qualification
FTAS Fast Time Analysis System
FTCN Fleet Teletype Conferencing Net
FTG Fleet Training Group
FXP Fleet Exercise Publication
GAAC Geographic Area Assignment Coordinator
GMT General Military Training
GQ General Quarters
HAZMAT Hazardous Material
HF High Frequency
HMC&M Hazardous Material Control and Management
HICS Hazardous Material Inventory Control System
HP/LP High Pressure/Low Pressure
ICAV Inspections, Certifications, Assessments, and Assist Visits
ICCS Integrated Catapult Control Station
IDTC Inter-Deployment Training Cycle
IFF Identification Friend Foe
IFSEA International Food Service Executive Association
ILARTS Integrated Launch & Recovery TV Surveillance System
IMRL Individual Material Repair List
INSURV Board of Inspection and Survey
IR Infrared
ISAR Inverse Synthetic Aperture Radar
ISE Independent Steaming
ISEA In-Service Engineering Activity/Agent
ISIC Immediate Superior in Command
ITA Intermediate Training Assessment
ITT Integrated Training Team
JBD Jet Blast Deflectors

JFACC	Joint Force Air Component Commander
JFMCC	Joint Forces Maritime Component Commander
JNL	JTIDS Network Library
JOOD	Junior Officer of the Deck
JOOW	Junior Officer of the Watch
JOTS	Joint Operational Tactical System
JQR	Job Qualification Requirement
JTF	Joint Task Force
JTFEX	Joint Task Force Exercise
JTIDS	Joint Tactical Information Distribution System
JU	Joint Participating Unit
KAO	Cryptographic Operating Manual
LGR	Linear Graph Reproducer
LOA	Light-Off Assessment
LOFAR	Low Frequency Acquisition and Ranging
LSO	Landing Signal Officer
LTA	Local Training Authority
MACHALT	Machine Alteration
MAD	Magnetic Anomaly Detection
MCA	Mid Cycle Assist
MDS	Mission Display System
MEASURE	Metrology Automated System for Uniform Recall and Reporting
MEU	Marine Expeditionary Unit
MMR	Main Machinery Room
MOTT	Mobile Ordnance Training Team
MOVLAS	Manual Operated Visual Landing Air System
MRA	Mine Readiness Assessment
MRC	Maintenance Requirement Card
MSC	Maintenance Support Center
MSL	Missile
MSSR	Magazine Sprinkler System Review
MTT	Magnetic Tape Transport
MTT	Medical Training Team
MTT	Mobile Training Team
MWB	Motor Whaleboat
NALDA	Naval Aviation Logistics Data Analysis
NAMTRAGRU	Naval Aviation Maintenance Training Group
NATOPS	Naval Air Training and Operations Procedures Standardization Program
NAVEDTRA	Naval Education and Training
NAVICP	Naval Inventory Control Point
NAVMACS	Naval Modular Communications System
NAVOSH	Navy Occupational Safety and Health
NAVSURFWARCEN	Naval Surface Warfare Center
NAWMP	Naval Airborne Weapons Maintenance Program
NBSV	Narrow Band Secure Voice

NETPDTC	Naval Education and Training Professional Development and Technology Center
NFC	Numbered Fleet Commander
NIXIE	Torpedo Countermeasure System
NMCS	Not Mission Capable Supply
NOBC	Navy Officer Billet Code
NPEB	Nuclear Propulsion Examining Boards
NPMTT	Nuclear Power Mobile Training Teams
NRTC	Nonresident Training Courses
NSSMS	NATO Sea Sparrow Missile System
NTDS	Naval Tactical Data System
NTTS	Non-Traditional Training Sites
NWP	Naval Warfare Publication
O2N2	Oxygen-Nitrogen
OA	Oceanography Afloat
OBA	Oxygen Breathing Apparatus
OCSOT	Overall Combat Systems Operability Test
OCE	Officer Conducting Exercise
OHSAT	Ordnance Handling Safety and Assistance Team
OJT	On-the-Job Training
OLV	On Line Verification
OOD	Officer of the Deck
OPAREA	Operating Area
OPCON	Operational Control
OPINTEL	Operational Intelligence
OPORD	Operation Order
OPSKED	Operational Schedule
OPTEMPO	Operations Tempo
OR	Operating Room
ORM	Operational Risk Management
ORSE	Operational Reactor Safeguards Examination
OTAR	Over the Air Rekey
OTAT	Over the Air Transfer
OTCIXS	Officer in Tactical Command Information Exchange System
OTH	Over The Horizon
PEB	Propulsion Examining Board
PIA	Planned Incremental Availability
PID	Personal Injury Death
PMCS	Partial Mission Capable Supply
PMS	Planned Maintenance System
PORSE	Post-Overhaul Reactor Safeguards Examination
POT&I	Pre-Overhaul Test & Inspection
PPWO	Propulsion Plant Watch Officer
PQS	Personnel Qualification Standards
PRD	Periodic Rotation Date
PSA	Post Shakedown Availability
PU	Participating Unit
PUBEX	Publication Exercise

QMCS	Quality Monitoring and Control Subsystem
R/T	Receive/Transmit
RADAC	Regional Air Defense Commander
REF	Reference
RF	Radio Frequency
ROC/POE	Required Operational Capabilities/Projected Operating Environment
ROH	Regular Overhaul
RPU	Remote Programming Unit
RSE	Reactor Safeguards Examination
RZHC	Remote Secure Handset Chamilizer
RZHS	Remote Secure Handset Stand-Alone
RZMS	Remote Secure Mounted Speaker
S/P	Sound Powered
SACEX	Supporting Arms Coordination Exercise
SADC	Sector Air Defense Commander
SAR	Search and Rescue
SAREX	Search and Rescue Exercise
SAS	Single Audio System
SATCOM	Satellite Communications
SBTT	Shipboard Training Team
SCAC	Sea Combat Air Controller
SCIR	Subsystem Capability Impact Reporting
SECCON	Secondary Conning Station
SESI	Shipboard Explosive Safety Inspection
SESS	Signals Exploitation Secure Space
SFC DUCT	Surface Duct
SGS	Shipboard Gridlock System
SHF	Super High FrequencySHIPALT Ship Alteration
SHKDN	Shakedown
SINS	Ships Internal Navigation System
SLEP	Service Life Extension Program
SMA	Supply Management Assessment
SMI	Supply Management Inspection
SNDL	Standard Navy Distribution List
SNTT	Seamanship/Navigation Training Team
SOCEX	Special Operations Capability Exercise
SOE	Schedule of Events
SOFAR	Sound Fixing and Ranging
SOOT	Senior Officer Observer Team
SOP	Solonoid Operated Pilot
SOP	Standard Operating Procedure
SORM	Ship’s Organization Regulations Manual
SORTS	Status of Resources and Training System
SRA	Selected Restricted Availability
SRC	Speed Related Component
SPETERL	Ship’s Portable Electrical/Electronic Test Equipment Requirements List

SQIP	Shop Qualification Improvement Program
SRA	Selected Restricted Availability
SNTT	Seamanship/Navigation Training Team
SSC	Skill Specialty Code
STW	Strike Warfare
STWC	Strike Warfare Commander
SWO	Surface Warfare Officer
SWTP	Standardized Weapons Training Plan
SYSCON	Systems Control
TAC/TAB	Tactical/Tabular
TACAN	Tactical Aircraft Navigation Aid
TACCO	Tactical Coordinating Officer
TACON	Tactical Control
TACINTEL	Tactical Intelligence
TADIXS	Tactical Digital Information Exchange System
TAO	Tactical Action Officer
TAS	Target Acquisition System
TAS	Tactical Atmospheric Summary
TAT	Turn Around Time
TAU	Twin Agent Unit
TAV	Technical Assist Visit
TEPP	Tomahawk Employment Planning Package
TESS	Tactical Environmental Support System
TMPS	Theater Mission Planning System
TOD	Time of Day
TOP	Tactical Operations Plot
TOT	Time on Target
TRAMAN	Training Manual
TRAREP	Training Report
TRC	Torpedo Readiness Certification
TRMS	TYCOM Readiness Management System
TSEC	Tactical Security
TSTA	Tailored Ships Training Availability
TWCS	Tomahawk Weapon Control System
TYCOM	Type Commander
UHF	Ultra High Frequency
UIC	Unit Identification Code
UNREP	Underway Replenishment
USW	Under Sea Warfare
USWC	Undersea Warfare Commander
VERTREP	Vertical Replenishment
VFR	Visual Flight Rules
VSWR	Voltage Standard Wave Ratio
WSAT	Weapons Safety Assistance Team
XBT	Expendable Bathythermograph